LBR 2.72

GOODMAYES

URBAN INTEGRATION STUDY

SEPTEMBER 2014

MOVING LONDON FORWARD

Urban Integration Team
Land and Property

Crossrail Ltd
25 Canada Square
Canary Wharf
London
E14 5LQ

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INTRODUCTION

Background

Crossrail is a major new cross-London rail link project which has been developed to serve London and the southeast of England. Crossrail will support and maintain the status of London as a ‘World City’ by providing a world class transport system.

The Crossrail ‘experience’ will go beyond a reliable and punctual train journey and high quality station design. Future Crossrail passengers will also judge the success of the railway by their experience of using the spaces outside the stations as they arrive and leave. CRL, together with its key stakeholders, therefore intends to set high standards for the immediate surroundings of the stations in terms of the design and functionality of the transport interchange and the urban realm. For the areas outside the stations to be successful they will need to be planned and implemented by a number of public bodies. Funding may also come from a variety of sources.

To reflect this need for a joint commitment, in October 2010 Crossrail and all its major partners (all the Crossrail local authorities, Transport for London, Department for Transport and Network Rail) agreed, through the Crossrail Planning Forum, A Memorandum of Understanding (MoU) for the Urban Realm and Transport Interchange at Crossrail Stations . The MoU recognised that Crossrail’s funding for improving areas outside stations is limited and therefore that funding over a wider area would need to be provided from other sources. It included the principle of joint working to agree designs for improvement schemes and delivery mechanisms.

This study has been drawn up with the MoU as background and in accordance with its principles. The primary purpose of this study is to develop the design of the urban realm for the Goodmayes station area to RIBA Stage C, which has been drawn up in partnership with TfL, and the London Borough of Redbridge. Further development of the design and supporting material to RIBA Stage D and beyond will be taken forward at a later date.

In order to promote the integration of the station with the area it serves and to enhance the journey experience it is important that the urban realm design recognises the key issues and opportunities in the wider surroundings. To this end, a wider design has been developed, identifying a wide set of improvements that go beyond the immediate station area.

Crossrail and Network Rail are also progressing the design for improvements to the station building and infrastructure which will be required for operation.

The urban realm design process has involved additional stakeholders, including Network Rail, in order to produce an integrated design.

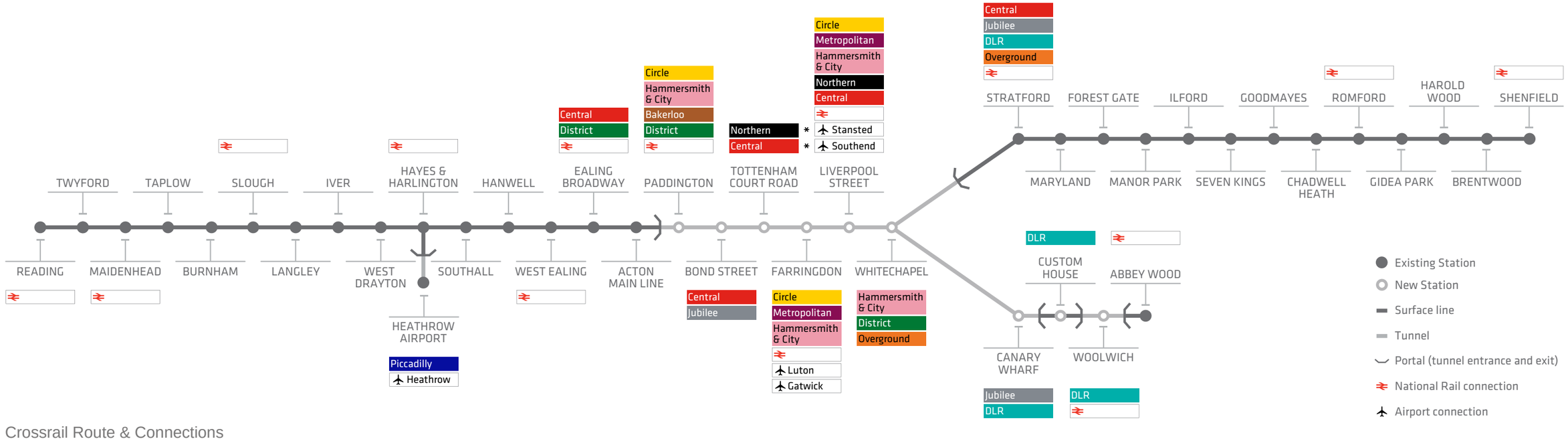
This study is a key step towards provision of improvements around the station. The project team comprised of representatives of the following organisations:

-Crossrail

-The London Borough of Redbridge

-Transport for London

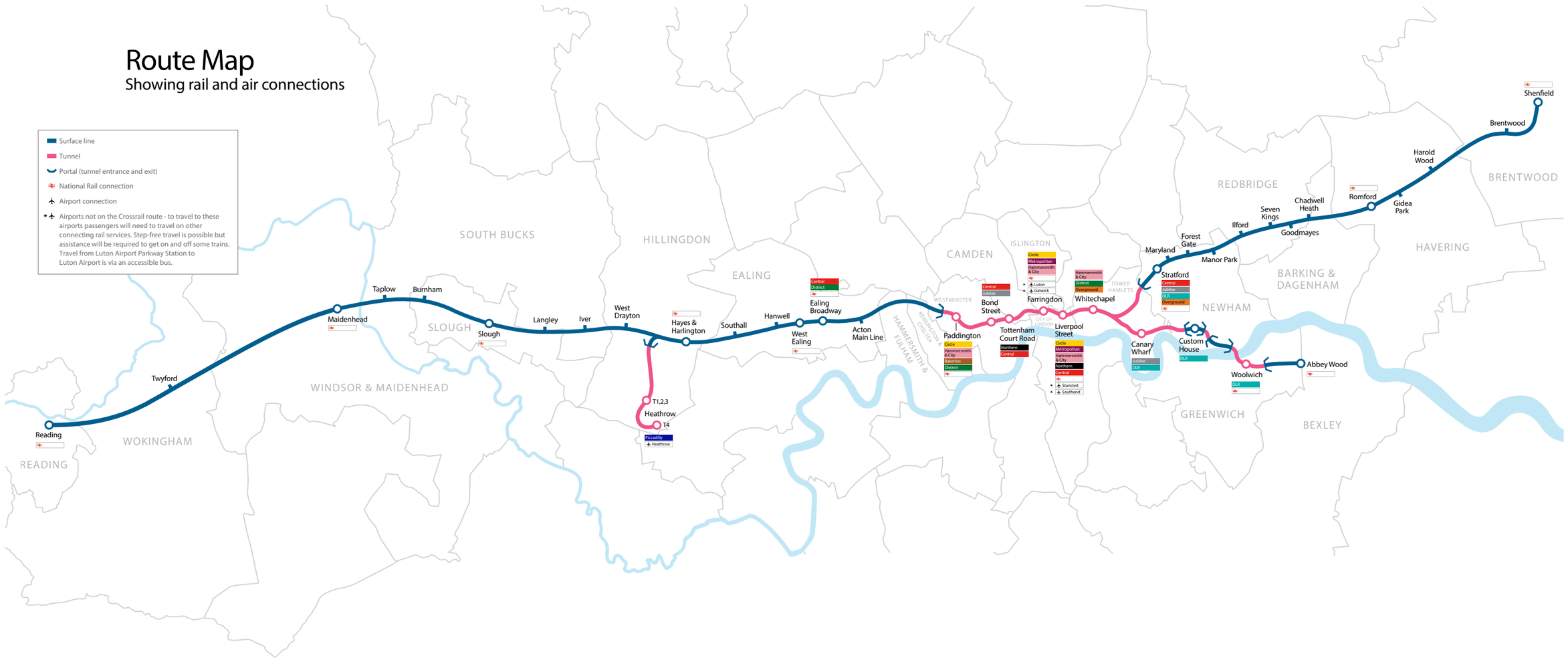
- Network Rail



Crossrail Route & Connections

Route Map

Showing rail and air connections



Regional Map

Study Area

The area under consideration can be seen in the plan opposite.

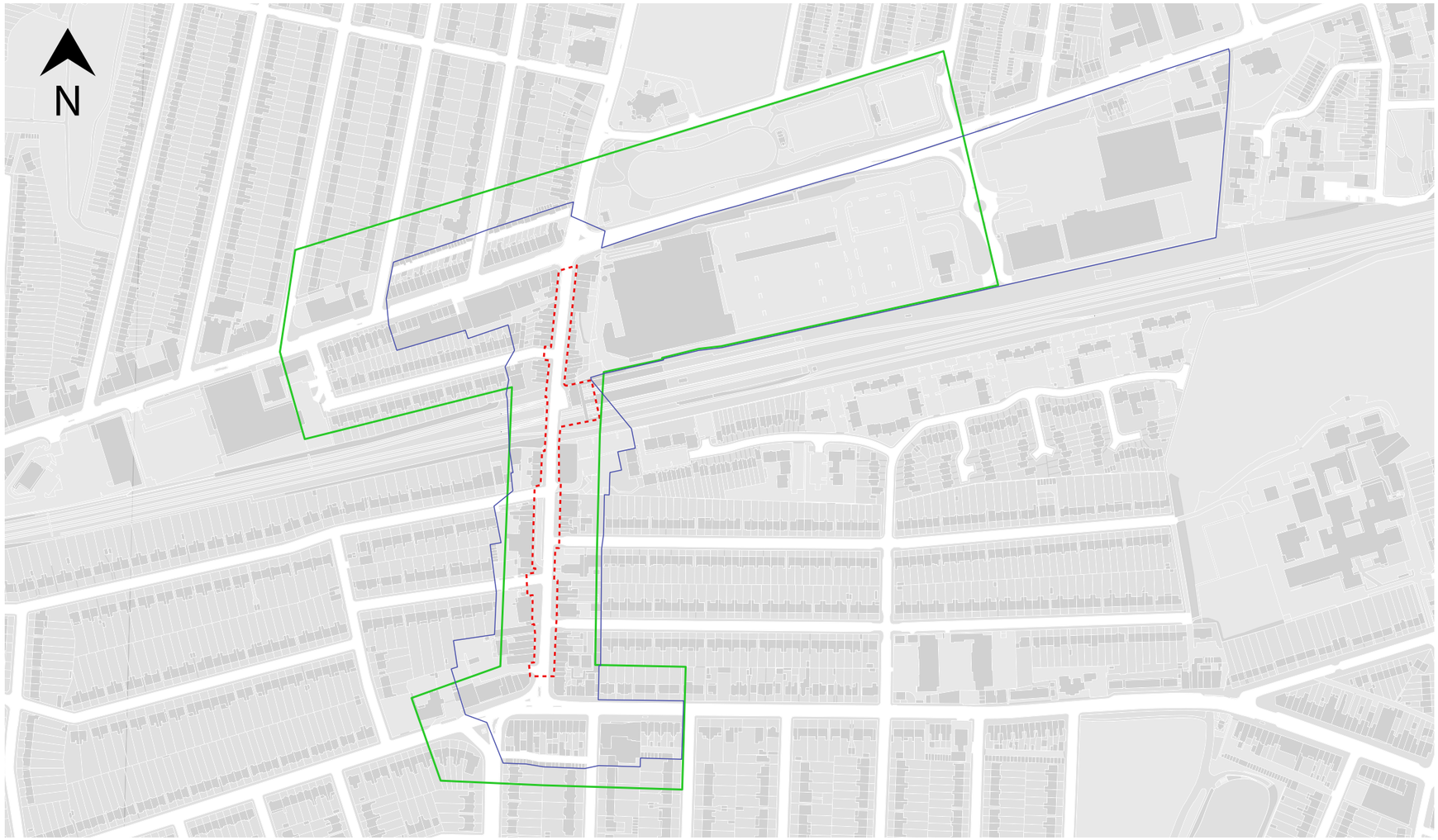
The study area is primarily focused on the area immediately around Goodmayes station on Goodmayes Road. The study area has been defined and agreed with LBR.

The study is made up from 3 main areas;

1. The Local Area – this is designated within the Crossrail Corridor Area Action Plan,

2. Study Area – The main study area's boundary is shown in green. At its southern most point the study area incorporates the staggered crossroad junction between Goodmayes Road, Green Lane and Goodmayes Lane. North of the station the study area includes part of the High Road. This northern section continues westward along the High Road until its junction with Goodmayes Avenue. The study area stretches further into the north east, as to incorporate the Tesco Extra Superstore, the Goodmayes Retail Park and Barley Lane Recreation Ground.

3. Core Area of Impact – This area is quite tightly drawn around the station and will be the main focus area for the study's design proposals. It encompasses the station forecourt and stretches along the majority of Goodmayes Road.



Site Boundaries & Study Areas

Crossrail at Goodmayes

Crossrail proposals for Goodmayes Station include;

- The installation of 3 new lifts. Allowing for step free access between street and platform level.
- Extending current platforms to accommodate 10 car trains.
- A complete reconfiguration and refurbishment of the existing station building. With toilets relocated to platform level.
- The upgrade/installation of lighting, signage, platform furniture, passenger information displays and CCTV.

Crossrail proposes to operate 12 trains per hour (T.P.H.) in each direction with Liverpool Street accessible in 22 minutes, Tottenham Court Road in 28 minutes and Heathrow in 56 minutes.

Passenger Forecasts

Scenario	Entry	Exit	Total (2-Way)	Increase
2001 observed	1800	300	2100	-
2026 without Crossrail	2610	560	3710	1610 (77%)
2026 Crossrail (updated)	4220	1100	5320	3220 (153%)

Demand Forecasts - am peak period (7-10am) - taken from the updated transport assessment

Modal Splits

Mode	Revised 2026 Passenger Numbers (Arrival)	Modal Split (%)
Bus	549	13%
Park & Ride	464	11%
Taxi	42	1%
Kiss & Ride	253	6%
Cycle	84	2%
Walk	2827	67%
Total	4220	-

Main entrance to Goodmayes Station.

Main entrance and forecourt area

2

POLICY CONTEXT

London-Wide Plans

The London Plan : Spatial Development Strategy for Greater London (July 20111)

The London Plan is the Mayor's Spatial Development Strategy for London that sets out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years. It provides the regional planning policy context for all London Boroughs, including Redbridge.

In order to accommodate planned increases in housing and employment across London in the future, the London Plan identifies a number of areas for large-scale developments, either as Opportunity Areas or Areas of Intensification.

Areas of Intensification are mostly in places where once dominant economic activity has largely or entirely disappeared – former large industrial sites and much of what was once the London Docks, for example.

Opportunity Areas mostly sit in 'corridors' that run out from central London through inner and outer regions and beyond the city boundaries.

The London Plan together with the Redbridge Local Development Framework (LDF) forms the statutory Development Plan for the Borough.

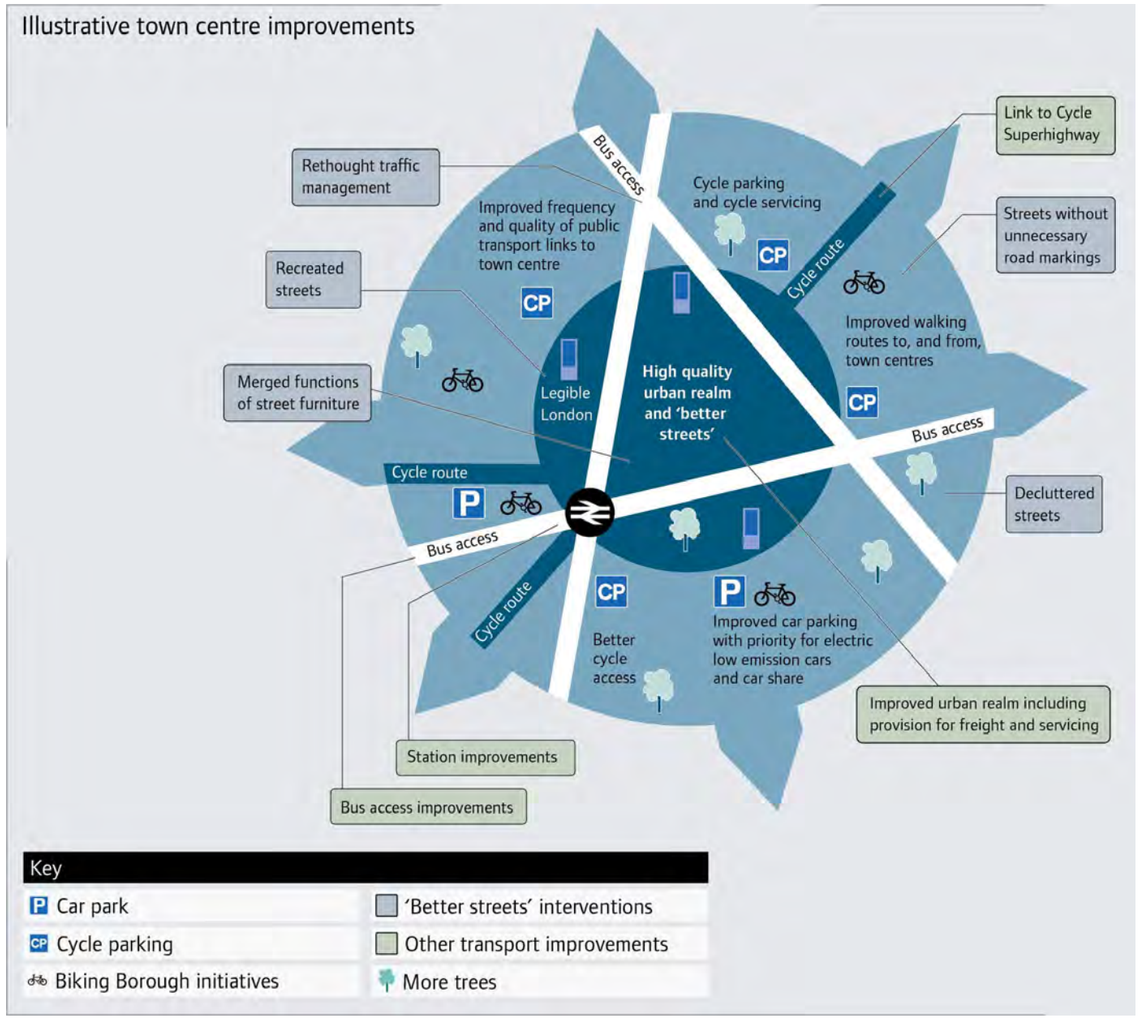
Mayors Transport Strategy

The Mayor's Transport Strategy (MTS) has been developed to create a world class transport system for London and sets out priorities for improving transport across the capital. It sets out six goals for Boroughs in planning and delivering transport improvements:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving safety and security for all Londoners
- Improving transport for all Londoners
- Reducing transport's contribution to climate change and improving resilience
- Supporting delivery of the London 2012 Olympic and Paralympic Games and its legacy

The strategy highlights the importance of Outer London town centres and their ability to relieve the inner city's pressure of increasing population and employment.

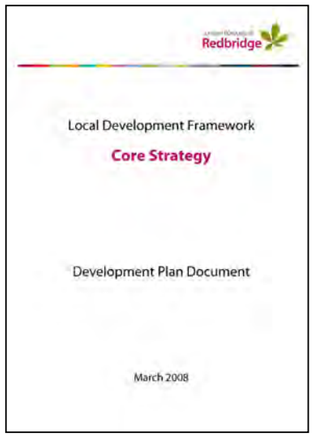
The Mayor's Transport Strategy suggests potential measures to improve Outer London town centres as shown on the diagram opposite:



The Mayor's Transport Strategy suggests potential measures to improve Outer London town centres as shown on the diagram below:

Borough-Wide Plans

Local Development Framework Core Strategy



The Core Strategy sets out the Council's spatial vision and planning objectives for Redbridge and the Strategic Policies required to deliver that Vision over at he next 10 years. It sets out broad locations for delivering housing and other development needs such as employment, retail, leisure, community, public services and transport development.

The Core Strategy takes account of national and regional issues, as well as the strategies of all organisations where there were implications for the development and use of land

The Local Development Documents must be in "general conformity" with the Spatial Development Strategy for London which is the 'London Plan'. It provides the regional context for the planning of all London Boroughs, including Redbridge.

Council's Vision

The Council's adopted Vision is, "Our ambition is for Redbridge to be a better place to live", which reflects the wide range of Council responsibilities and is based on the premise of accountable local government. In pursuit of this Vision, six key aims have been adopted:

- Redbridge: A safer place to live.
- Redbridge: A cleaner, greener place to live.
- Redbridge: A better place to learn.
- Redbridge: A better place for care.
- Redbridge: A better place for business.
- Redbridge: A better place to live together.

The Core Strategy identifies key planning and issues and challenges facing Redbridge, one of these is 'Improving Transport'. In response Redbridge developed a series of transport corridors across the borough including an east-west corridor along the original Roman Road and the main railway line in the south of the Borough. This provided the stimulus for extensive growth of this part of the Borough at the turn of the last century focussed upon the centres of Ilford, Seven Kings, Goodmayes and Chadwell Heath. It is acknowledged that there are a well-established network of town centres located along the transport corridors and which provide commercial and community services to local residents.

Strategic Objectives

In order to achieve their spatial vision, a number of strategic objectives are identified to guide future planning and development of the borough. Whilst all the strategic objectives are relevant the following have been selected due to their particular relevance to the Urban Integration study at Goodmayes.

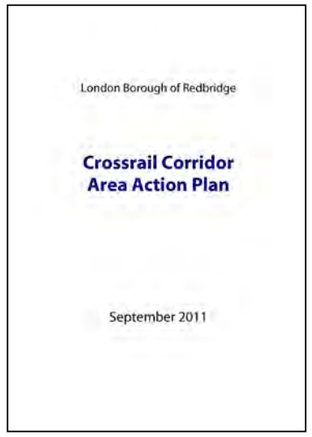
- **Managed Change** - Development will be focused towards the hierarchy of town centres – in our case this includes the local centres that include Seven Kings and Goodmayes.
- **Green Environment** - To provide for the long-term protection and improvement of the quality of the Borough's natural environment.
- **High Quality Design** - To protect and enhance places of special character and ensure that new buildings and public spaces achieve a high quality and standard of design.
- **Safe & Healthy Places** - Ensure new buildings and spaces are designed and serviced such that they are clean and all people can move safely and comfortably in and around them, at all times of the day and night.
- **Ease of Access** - Promotes more sustainable patterns of travel behaviour and encourage greater levels of cycling and walking in order to promote business, reduce congestion and improve access for all to services, facilities and jobs.

The strategic objectives are supported by a complimentary set of strategic policies that all new development should comply with.

London Borough of Redbridge is in the process of reviewing the Core Strategy and is producing the Redbridge Local Plan 2015-2030 in response to faster than anticipated population growth.

Crossrail Corridor Area Action Plan

The CCAAP is an area-specific planning framework to guide future regeneration along the Crossrail Corridor to help shape the area. It sets out 'what, when, where and how' particular development will come forward.



The AAP identifies development opportunity sites and includes 14 Corridor-Wide policies for determining future planning applications within the area. The action plan also identifies five Character Areas - East of Ilford, Seven Kings Local Centre, Goodmayes Local Centre, Grove and Chadwell Heath.

Each of these areas has its own characteristics and the plan identifies key urban design issues, such as streetscape, conditions of buildings, quality of public spaces, land uses and activities and the accompanying plans illustrate the location of key sites, landmark buildings and proposed public realm improvements. The document also sets out key design principles for each of the character areas.

Goodmayes Local Centre Character Area Design Principles

Pedestrian Movement

- Enhance pedestrian movement across High Road and facilitate links between Barley Lane Recreation Ground, Goodmayes Station and Green Lane

Cycle Network

- Improve conditions for cyclists accessing the station including advanced stop lines, cycle lanes and high quality secure parking at the station.

Barley Lane Junction & Recreation Ground

- Improve the Barley Lane junction and environs for pedestrians and cyclists by removing unnecessary guardrails, and reconfiguring crossings to respond to desire lines (subject to risk analysis, feasibility and modelling work).
- Provide clear, well-located signage to indicate the route from High Road to the station, and hospitals.
- Improve access to the Recreation Ground by replacing the existing palisade railings, and introducing higher quality railings and additional entrances to respond to desire lines.

Goodmayes Station Improvements

- Improve Goodmayes Station environs by de-cluttering forecourt area by removing vehicles and mini-cabs and allowing for a drop-off point only.
- Refurbish existing station forecourt with high quality paving and appropriate street furniture
- Provide clear, well-located signage to indicate the route to the hospitals and improve station visibility from all directions

Local Implementation Plan

The LIP is Redbridge's replacement transport plan for the next 20 years and contains the Borough's proposals for meeting the MTS for London. The proposals cover a range of transport related issues including travel mode choice, economic development, spatial planning, air quality, and crime prevention. As stated above, the MTS sets six goals which boroughs must address as part of their spending plans.

In order to address the challenges these goals pose, Redbridge has identified the following six high level objectives that set out the Borough's strategic delivery of these outcomes over the period of the LIP and beyond:-

- Promote Sustainable Travel
- Reduce Carbon Emissions
- Improve and Enhance the Local Economy, Enterprise and the Environment
- Optimise Highway Efficiency
- Reduce Crime, Fear of Crime and Improve Road Safety
- Improve Streetscape

Objective 1: Promote Sustainable Travel

The Borough's interventions will focus on bus interchange arrangements at the national rail and underground stations and the bus and walking connections between the stations and local amenities, employment sites and open spaces.

The Council will look to work with external partners to deliver complementary measures to ensure as far as practicable, that sustainable accessibility enhancements are in place before the arrival of Crossrail. The Crossrail stations will be reviewed with stakeholders to develop urban integration proposals for the surrounding urban environment around stations.

These complementary measures relate to pedestrian and cycling interchange arrangements and improvements to the publicly accessible space outside stations (including drop off and taxi arrangements, servicing and cleansing arrangements). CCTV and lighting enhancements to support the main commuter routes to the stations will also be considered through the LIP period.

As recommended in the SRTP, on street car parking controls adjacent to stations will be kept under review to balance the likelihood of increased rail heading (due to Crossrail) whilst maintaining access to local retail outlets and residential areas. The Council's Parking Strategy is under review to address these issues and developments associated with the several Council and TfL owned car parks along the Crossrail corridor and throughout the Borough.

Objective 2: Reduce carbon emissions

The Borough supports a reduction in its carbon footprint through multi-agency partnership with other public sector organisations in Redbridge.

The Borough will provide safe and attractive walking and cycling infrastructure on and through its identified Corridors and Neighbourhoods to provide the facilities required at the start and end of local journeys to make these modes more attractive to use.

Objective 3: Improve and enhance local economy, enterprise and the environment

The Borough supports local businesses and job creation through a variety of regeneration packages and private sector partnerships, such as the Ilford Business Improvement District and this objective also supports the 'Better Streets initiatives'.

Objective 4: Optimise highway efficiency

The Borough supports the Mayor's aspiration for smoothing traffic flow by tackling congestion and the causes of congestion by provision of high quality alternatives to private car use. This is particularly relevant on the corridors between employment centres, amenities and housing growth areas.

- Major Roads - The Borough will work with TfL on improvements to the Transport for London Road Network, particularly where it impacts the Borough's Strategic and Principal Road Networks. Multi modal solutions including a re-prioritisation of junction timing for buses and pedestrians will be investigated at all major junctions so a balance is restored to both local route priority and sustainable transport modes.
- Neighbourhood Congestion - Where major roads become local high streets the Borough will seek to strike a balance between the sense of place and the demands of the roads as a transport link.

Objective 5: Reduce crime, fear of crime and improve road safety

Of particular relevance is targeting investment on town centres and neighbourhoods where crime and the fear of crime are most acute and where road safety problems are clustered on prime retail areas.

Redbridge plan to carry out safety audits on new transport infrastructure schemes. Major schemes will attract additional stage 1 and 4 audits to identify before and after impacts through on-site expert analysis.

Objective 6: Improve Streetscape

The Borough will target High Streets and shopping parades with standard interventions including improved footway lighting, informal crossings, guardrail removal, shared space where feasible, and a reduced materials palette that de-clutters the urban environment and provides users with recognisable visual triggers in town centres, centre approaches and inter-centre linkages.

The Borough will support pedestrian infrastructure where footfall is highest to encourage the local economy and empower the local community. By investing in pedestrian infrastructure to promote increased footfall in our town centres key routes will be made fully accessible to allow mobility-impaired users full access to shops and services.

In an effort to foster a sense of place Redbridge are targeting major roads where they become local high streets and will seek a better balance between place making and the needs of through traffic. The report will introduce crossing points and wider footways where practicable.

Other Relevant Work

Redbridge Characterisation Study

The Redridge Characterisation Study (June 2014) provides an understanding of urban character across the London Borough of Redbridge. The study will inform the Redbridge Local Plan 2015 - 2030 by assisting in the protection of heritage assets; ensuring growth is directed to the most appropriate areas and informing proposals for new development to ensure it has a positive impact on its surrounding.

The study's segment on Goodmayes describes the evolution and urban character of the area. It summeries that;

Goodmayes suffers from a lack of distinctiveness, to the point of having unclear neighbourhood/character area boundaries in relation to Seven Kings and Chadwell Heath.

The area has much in common with Seven Kings in terms of having a Core focussed on the High Road/ Station, compact urban terracing immediately beyond the core and looser interwar suburban housing beyond.

Goodmayes differs from Seven Kings in that the area feels less intact with more, later infilling apparent. This infilling has often been insensitive to earlier phases of development.

The following issues highlighted in the study are of particular relevance to this Crossrail urban realm study;

- Goodmayes is generally made up of good quality housing but is undermined by an untidy and economically strained town centre area which creates a substantial barrier at the character area's centre. With the town centre having a number of vacancies, a number of buildings which are one or two storeys and a general sense of decline, there is justification to designate the area for concerted regeneration. Measures to make the centre more distinctive, including public art projects could be considered.

- 'Meanwhile' uses and flexibility of use could be considered for the town centre. Opportunities for redevelopment of disparate elements could be facilitated.

- Opportunities for rationalisation of commercial uses and intensification of residential use as part of a mixed use strategy could be explored for Goodmayes core and Green Lane centre.

- Green Lane could be promoted as a linear destination/corridor parallel to the Crossrail corridor.

- Opportunities to enhance pedestrian/cycle connection between development land in the north of the character area and the adjoining centres of Seven Kings, Goodmayes and Newbury Park should be investigated.

- Access north south is limited by the presence of the railway. An additional safe bridge over the railway would benefit the area.

Improving the High Road

The London Borough of Redbridge and Design for London commissioned an urban design and public realm study to examine the opportunities for maximising the potential for delivering high quality development and open space along the stretch of High Road which forms the Crossrail corridor that includes the stations Ilford, Seven Kings, Goodmayes and Chadwell Heath.

The Study formed part of the evidence base for the Crossrail Corridor Area Action Plan adopted by LB Redbridge in September 2011. The overall objective of the study was to develop guidelines that help to shape the High Road as a destination and provide a vision for it as a coherent and vibrant street.

In terms of Goodmayes the study made the following findings;

- The Barley Lane junction is traffic dominated and difficult to cross. Crossings do not adequately relate to desire lines. Multiple barriers give a sense of constriction and are visually obtrusive.

- Goodmayes station is invisible from the High Road. The forecourt to the station is dominated by minicabs whilst the route to the station is poorly signposted as is the route to the Hospitals along Barley Lane to the north. On the positive side, the stretch of Goodmayes Road between the station and the High Road has a high density of retail frontages and has a high level of pedestrian flow.

- Access to Barley Lane Recreation Ground is poor. The main entrance is difficult to find and there are no other entrances along the High Road.

- Despite its size and proximity to Barley Lane junction and the station, Tesco is not visible and is difficult to access.

The study also recommended the following design principles;

- Improve visibility and connection of the station to the High Road

- Improve visibility and access to Tesco for pedestrians from the junction and the station

- Improve the environment of Barley Lane junction for pedestrians and cyclists and remove all barriers

- 4 new crossings at Barley Lane junction. Remove sheep pens where possible

- Adjust signal phasing to improve pedestrian flow

- Extend the pavement on the north east corner of Barley Lane junction to create a paved forecourt and entrance to the park with future park building

- New high quality granite paving to the station threshold

- Elsewhere, improve surrounding pavements by removing all barriers and street-clutter. Pave using large concrete slabs

- Clear, well located signage to define the route from the High Road to the station

3

AREA CONTEXT

Historical Development

There are competing theories on the origin of Goodmayes' name. The most popular theory is that the area is named after the 14th century landowner John Goodmay. Conversely a local historian, Peter Foley, suggests that Godemay may have taken his name from Goodmayes and that the place name pre-dates him. Foley proposes that the title Goodmayes is potentially derived from an herbaceous plant madder.

Goodmayes first appears on a map in 1770, adjacent to the Roman road between London and Colchester. There was no substantial development of the area until the late 19th century. Until this point the area consisted of mainly empty farmland. The development of Goodmayes was initiated by Archibald Cameron Corbett, a wealthy Glaswegian philanthropist, merchant and politician. Corbett had strong links to the area, having taken over the running of his father's estates in Essex during the 1880s. Working alongside local contractor Robert Stroud, Corbett started to develop a number of estates in close proximity to the Great Eastern Railway line. Corbett and Stroud first began work on the Grange estate, located north of Ilford Station, in 1894. This was then followed by the Mayfield (Goodmayes) and Downshall (Seven Kings) estates in 1898. Demand for properties was further stimulated through the redevelopment of Ilford Station and the construction of new stations at Seven Kings and Goodmayes, which opened on the 1st of March 1899 and 18th of February. Today a number of the street names, such as Alloa Road and Kinfauns Road, still reflect Corbett Scottish heritage.

The development of Goodmayes continued into the start of the 20th Century. In 1905 the Goodmayes Temporary School was opened. This was followed in 1909 by a public library and lecture hall, funded by the great philanthropist Andrew Carnegie. The expansion of Goodmayes is shown in the historic maps opposite.

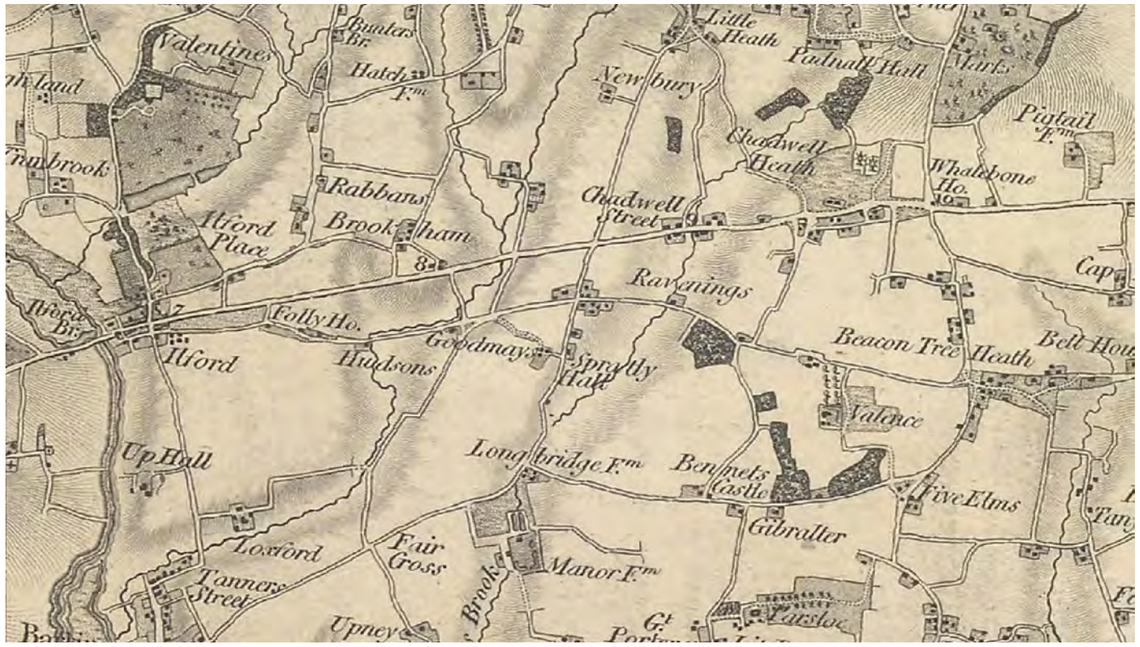
For a large part of the 20th Century, Goodmayes Station had a large shunting yard that stretched east as far as Chadwell Heath. The cuts of Dr Beeching's 1963 modernisation of the railways brought about the yards gradual decline. Eventually the yard was dismantled and the land was sold off for development. To the south of the track this took the form of further residential development, whereas to the north a Tesco Extra superstore retail park now occupies most of the land.

Until 1888, Goodmayes formed part of the Chadwell ward in the ancient parish of Barking. The late 19th Century's expansion of housing led to the wards of Chadwell and Great Ilford forming a new parish of Ilford. The area was renamed the Ilford Urban District in 1894 and became the Municipal Borough of Ilford from 1926. In 1965 the London Government Act of 1963 dissolved the Municipal Borough of Ilford. Goodmayes and the surrounding part of Essex were then absorbed into Greater London.

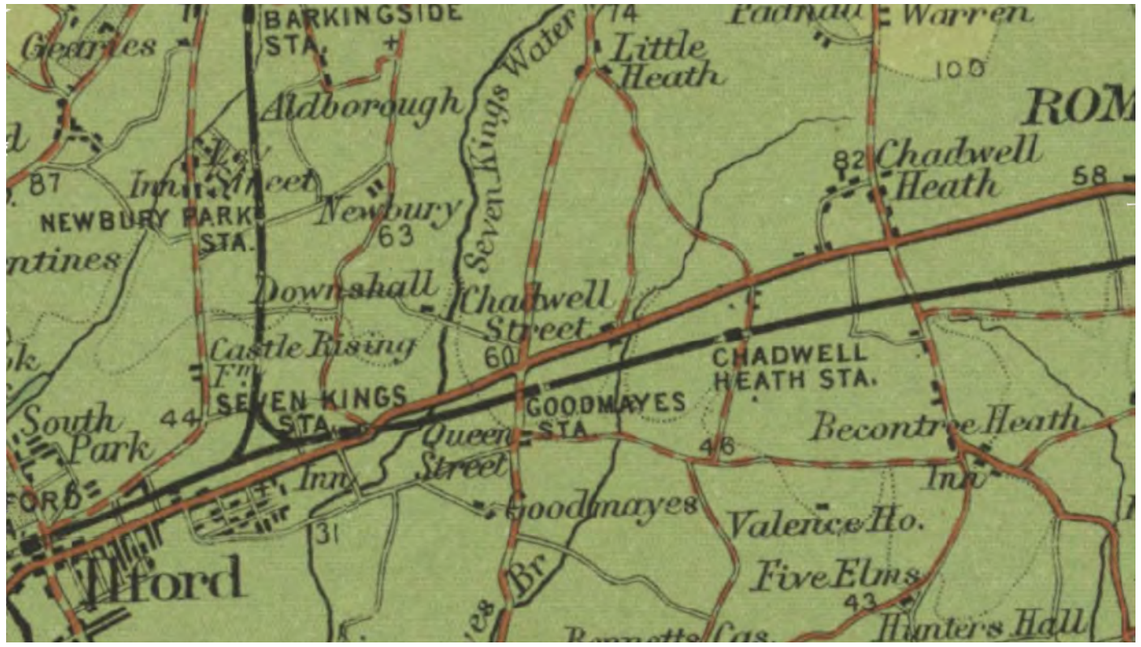
The urban grain of Goodmayes is still typified by the long streets of Edwardian housing constructed during the late 19th and early 20th Century. Culturally there has been a noticeable shift over the last century. Currently the largest religion followed in the area is Islam but there are also significant Christian, Sikh and Hindu minorities. Today Goodmayes is an extremely culturally and religiously diverse area.

Goodmayes Station Entrance, 1905.

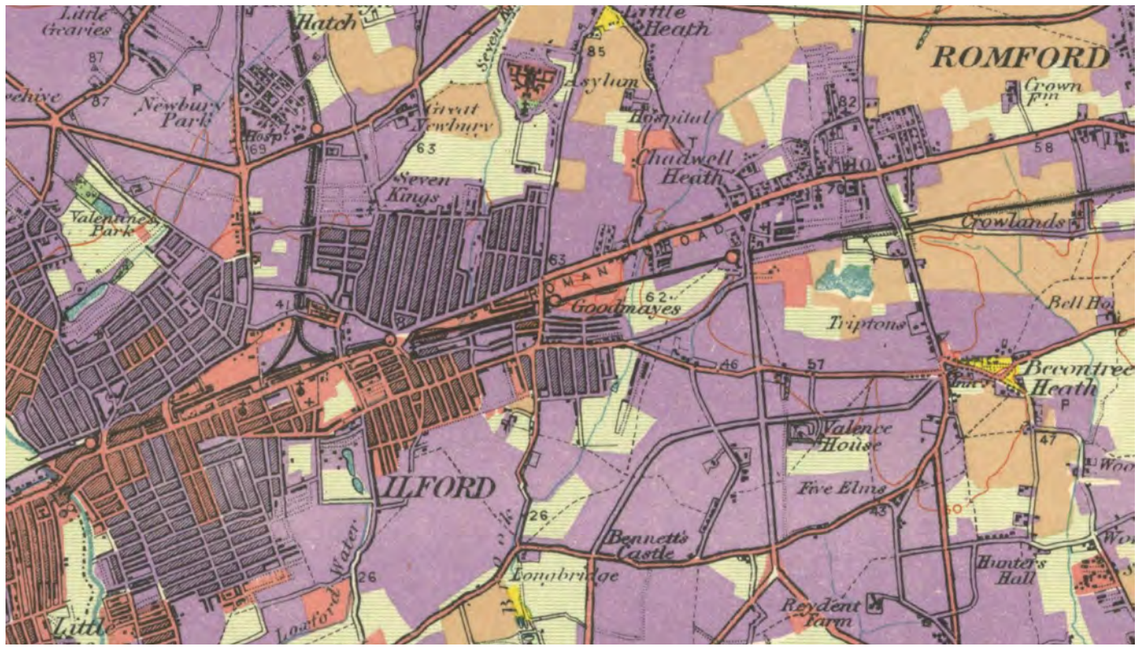
Corner of the High Road and Goodmayes Road, 1937,



Goodmayes, 1805



Goodmayes, 1903



Goodmayes, 1935

Goodmayes, 1945

Wider Context

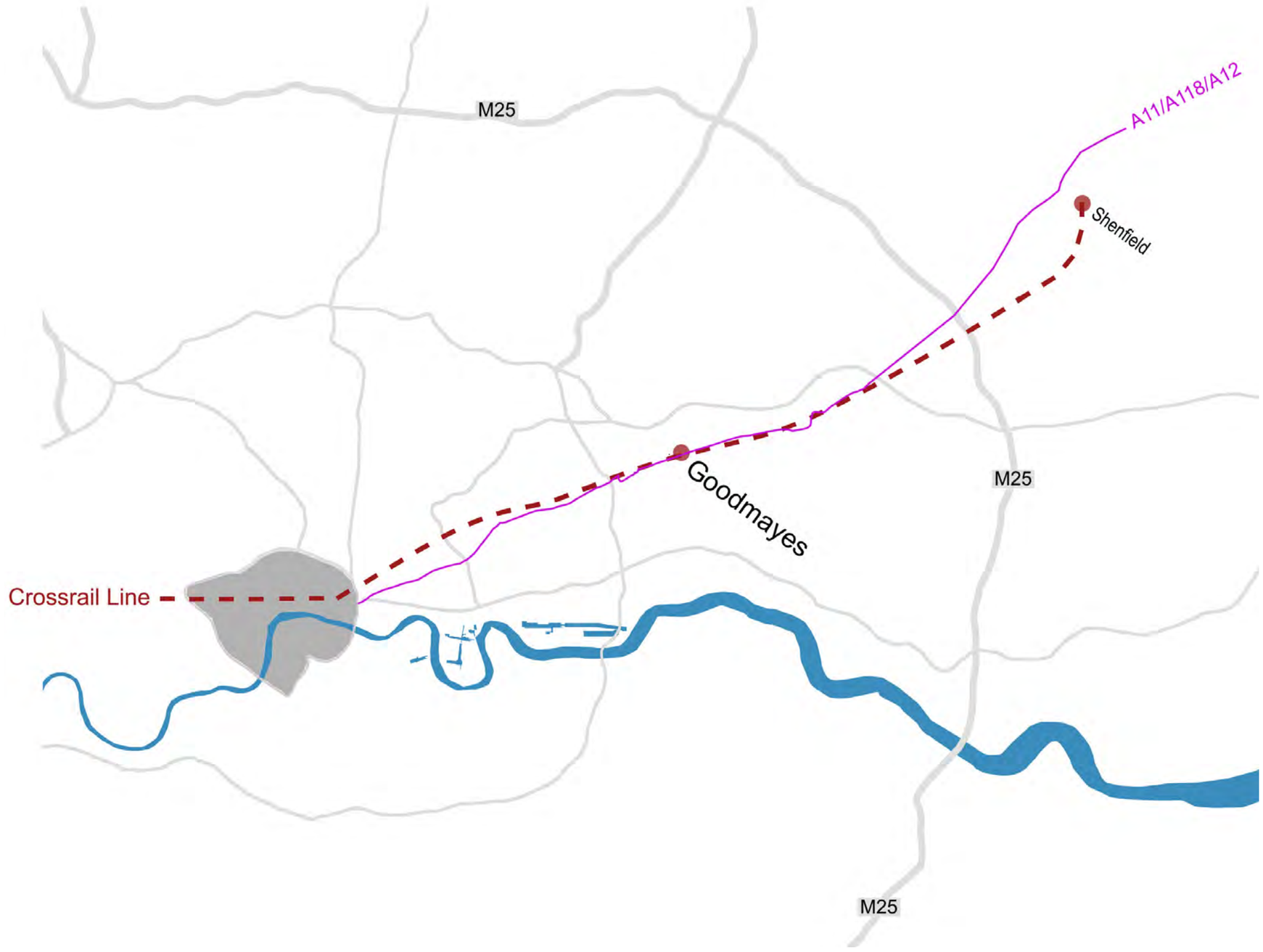
Goodmayes is located in the London Borough of Redbridge which is an Outer London Borough formed from the old local authorities of Wanstead, Woodford and Ilford. Redbridge is so named because of the old “red bridge” that connected them.

The Borough encompasses over 5,600 hectares of North-East London and has one of the best living environments in London. About one third lies within green-belt and has 16 conservation areas, 129 listed buildings and a variety of statutory designated heritage assets. In total there are 1,200 acres of forest and 600 acres of green space and parks.

Redbridge has one Metropolitan Centre; Ilford, which is recognised as a major shopping and development centre for North-East London. It is also designated as an Opportunity Area in the Mayor’s London Plan. Goodmayes is considered a suburb of Ilford. The borough is one of the most ethnically diverse authorities in London having seen an increase in population of 19,000 or 8%, since 1991, the 7th highest increase in London. As of 2008 Redbridge had 263,800 residents and the area continues to increase in population size.

The borough benefits from high levels of accessibility with very good rail, underground and road links with central London, the Docklands, Essex and East Anglia. Access to London’s Airports is also good, especially London City and Stansted, although accessibility via public transport to Stansted is very poor. Redbridge also has good links via road to Kent and the Channel ports (via the Dartford Crossing).

Tidal commuter patterns to and from Docklands and the City of London by car are prevalent on the strategic road network. Encouragement of transport mode shift to sustainable transport options requires targeted improvements, particularly to Crossrail stations and the Borough will be working with TfL jointly on this matter to deliver effective solutions across both our Highway networks.



Area Character

Goodmayes lacks a traditional town centre and is centred between two major junctions to the north and south of Goodmayes Road that are also important nodes within the local area. To the north, Goodmayes Road intersect with High Road and to the south Goodmayes Road intersects with Green Lane.

Like the neighbouring Seven Kings, Goodmayes is primarily a suburb of Ilford. Goodmayes was developed at a similar time to Seven Kings by Archibald Corbett after the railway arrived in the late 19th Century. Long residential streets of late Victorian and early Edwardian housing extend to the east, west and south of Goodmayes Road.

Goodmayes Road is a significant commercial street for the local area. It is a mix of continuous retail frontage on both sides, bar a small section of road where the road crosses the railway bridge. Despite its strong commercial character the area feels in general decline with the quality of shop fronts being mixed and a number of boarded up shops are evident. There are a numerous poorly maintained buildings, shop fronts and forecourts that contribute to an overall sense of neglect and lack of investment. According to the CCAAP Goodmayes suffers from a high vacancy rate (11%).

There is a further concentration of retail and commercial uses around the Goodmayes Road junction with Green Lane however, the townscape quality here is better and of architectural interest for the area. The CCAAP notes that ‘of particular note is the three storey shopping parade of Green Lane (No. 592-614) which acts as a landmark building’

North of the station on the western side of the road is a run of 3 storey late Victorian buildings which are in various states of disrepair and would benefit from some TLC.

Goodmayes railway station sits on the east side of Goodmayes Road approximately 100m from the major highway intersection of Barely Lane and High Road and Goodmayes Road but suffers from poor visibility on the approaches from the north and the south. The station building is the most notable building in the area and is the same building type as Chadwell Heath and Seven Kings stations but does not command such a prominent location as Seven Kings station.

Goodmayes centre suffers from high levels of traffic congestion and the pedestrian environment and way-finding is poor. Narrow footways create, in places, an unsafe and constrained environment for people on foot. There is also a noticeable low level of tree planting and other green elements with the urban realm generally. There is also a general lack of amenity space for people to meet, rest and there is no obvious focal point to the town centre.

Barely Lane recreation ground is the only public open space amenity in the local area yet it remains hidden behind an unsightly and unwelcoming galvanised palisade boundary fence with no legible main entrance or other access points from the High Road.

According to the CCAAP Goodmayes contains the largest development opportunities along the corridor. The former Goodmayes shunting yard, located to the east of Goodmayes, has already been redeveloped into a large retail park containing a large superstore site (Tesco), surface car park and six single storey retail units. Currently the retail park relates poorly to the High Road and has room left for intensification.

The urban character of Goodmayes is discussed in the Redbridge Characterisation Study (as referenced on page 12 of this study).

Shop fronts and parking lay-by on Goodmayes Road

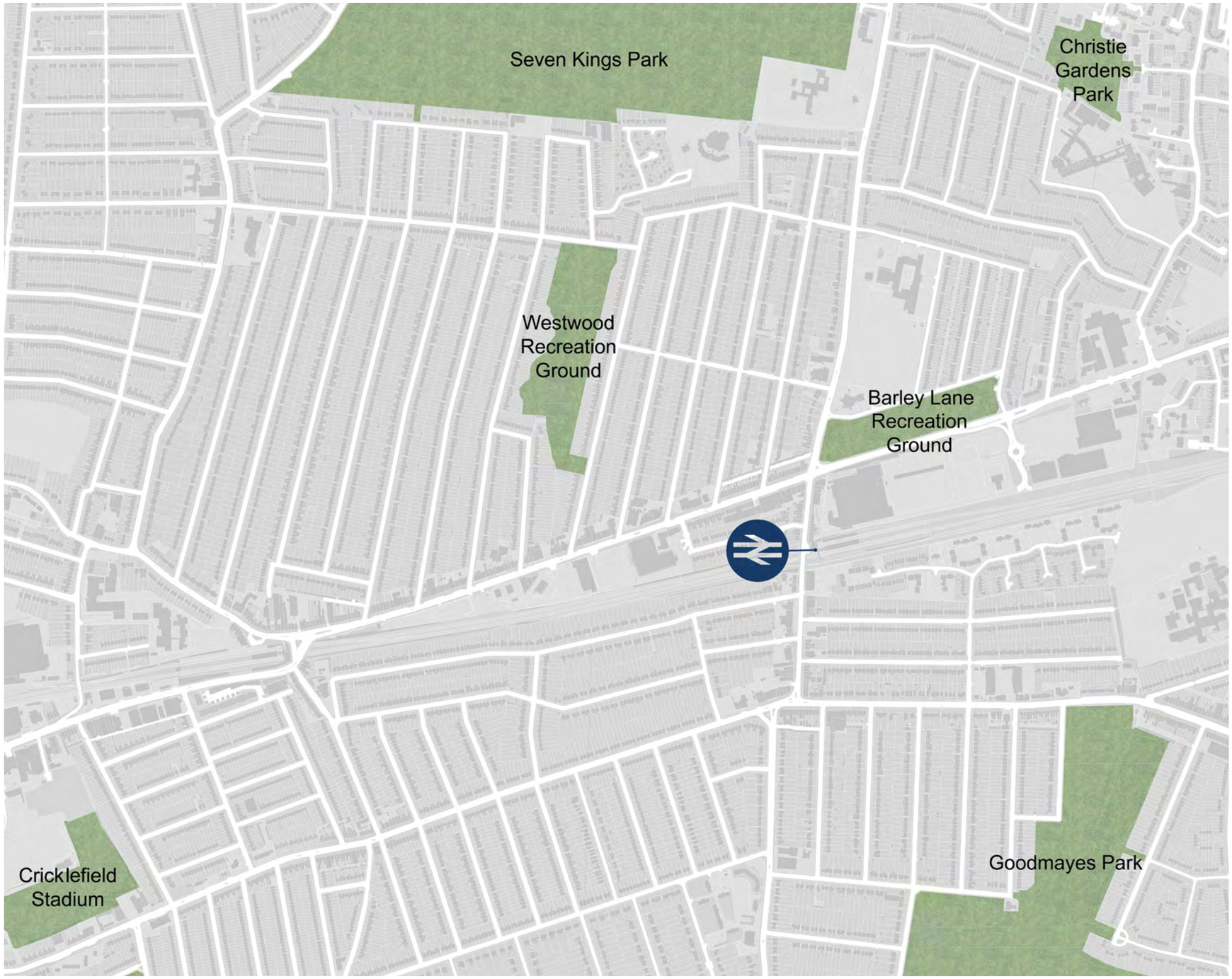
Closed and shuttered shop fronts on Goodmayes Road (Planning permissions granted to replace shops with mixed-use development)

Green Space

Goodmayes Station's immediate vicinity is dominated by hard landscaping. There is a noticeable lack of planting and green spaces upon exiting the station. The nearest substantial green space is the Barley Lane Recreation Ground Facilities include multi-purpose sports courts, a bowling green and a child's play area. The recreation grounds entrance is located 225m north of the station on Barely Lane. On the northern side of the recreation grounds are the private playing fields of Barley Lane Primary School..

In the wider area there are a number of significant green areas;

- Goodmayes Park is located 800m (by foot) to the south-east of the station. Facilities include a bowling green, cricket pitches, children's play area, cycle circuit, football pitches, tennis courts and an outdoor gym. The nearest entrance to the station is on Green Lane. Directly to the south of Goodmayes Park are the Goodmayes Lane Allotments and Goodmayes Park Recreation Ground.
- The Westwood Recreational Ground on Westwood Road, 800m to the north-west of the station on Westwood Road.
- Seven Kings Park which is located 1200m to the north-west. Facilities include basketball courts, a cricket pitch, a bowling green, a child's play area, football pitches, a skate park and tennis courts.
- Christie Gardens Park which is 1300m to the north-east of the station.
- Cricklefield Stadium which is 1500m to the south-west of the station on Green Lane.
- South Park on South Park Road which is 1500m to the south-west of the station.



Land Use

Goodmayes Station is located halfway along the north - south running Goodmayes Road. The majority of Goodmayes Road is lined with commercial businesses at street level (comprising of a mixture of retail, professional and food & drink establishments) with residential accommodation above. The commercial activity is interrupted for approximately 60m as Goodmayes road bridges over the railway line. At the corner of Kinfauns Road is the Goodmayes Baptist Church.

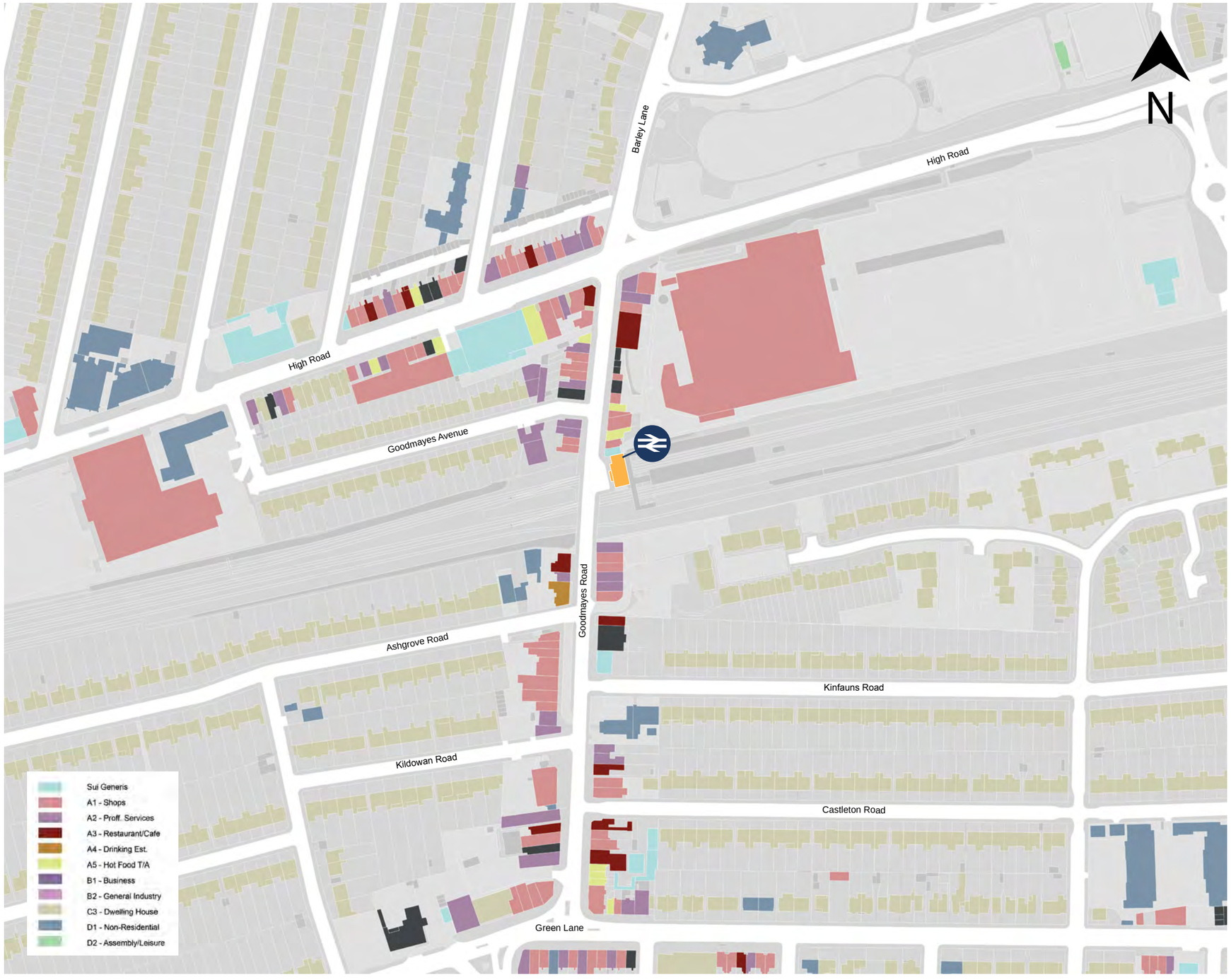
To the east of the Ashgrove Road - Goodmayes Road junction is the Goodmayes Road car park. There is space for 75 vehicles but the facility is noticeably under-used.

At its northern end Goodmayes Road terminates onto the High Road, which runs from Ilford (via Seven Kings) in the west to Chadwell Heath in the east. An array of commercial premises line the High Road. These include a number of large box retail units set back from the road, a fast-food takeaway, a series of tyre repair shops and numerous smaller retailers.

Additionally on the High Road there are a small number of significant religious and educational properties. At the corner of Blythswood Road is St Cedd's Roman Catholic Church, next to which are Ilford Preparatory School and Ilford Grammar School. Directly opposite on the High Road is the Gurdwara Singh Sabha London East.

To the south Goodmayes Road joins Green Lane. Whilst there are some commercial activities clustered around the two road's junction, Green Lane is predominantly lined by residential properties.

In general Goodmayes is primarily a residential suburb of Ilford. Off of the commercial centres of Goodmayes Lane and the High Road, there are a large number of long residential streets.



Development Proposals

Within Study Area Development Opportunities

Goodmayes contains several significant development sites that have been identified within the Area Action Plan and are deemed to be important for the regeneration of the Crossrail Corridor.

The Council feel that the redevelopment of these sites will be driven by the arrival of Crossrail in 2019 which will improve their economic vitality and viability and provide wider community benefits.

Additionally a number of potential development sites have been identified as part of the research undertaken in this report.

To improve the vitality of Goodmayes the preferred approach for these sites is one of mixed use. Redbridge will be seeking active ground floor uses such as retail with appropriate uses, such as residential on the upper floors.

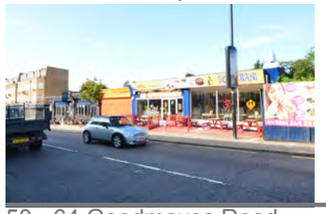
Area Action Plan Development Site	Area (ha)	Current Use	Preferred Use	Higher Density Appropriate	Notes
CCOS10 Homebase, 706 - 720 High Road	1.04	Retail	Mixed-use; residential, retail	Yes	Potential Residential Capacity – 91
CCOS11 Tesco, 822 High Road	4.06	Retail	Mixed-use; healthcare, retail, residential	Yes	Potential Residential Capacity – 533
CCOS17 519 Green Lane	0.09	Vacant	Residential	No	Potential Residential Capacity – 9
CCOS18 Goodmayes Road Car Park, Goodmayes Road	0.08	Car Park	Residential	Yes	Potential Residential Capacity – 8
CCOS19 55 - 61 Goodmayes Road	0.13	Retail / Residential	Mixed-use; retail, residential	Yes	Potential Residential Capacity – 13
CCOS20 Telephone Exchange, Kingswood Road - High Road	0.14	Office / Nurserty	Mixed-use; business, residential, healthcare	No	Potential Residential Capacity – 14
CCOS29 36 - 48 Goodmayes Road	0.06	Retail / Education	Mixed-use; retail, residential	Yes	Potential Residential Capacity – 10
GM07 58 - 64 Goodmayes Road	0.07	Commercial / Public House	Mixed-use; retail, residential	Yes	Potential Residential Capacity – 12

Additional Development Site	Area (ha)	Current Use	Notes
15 - 27a Goodmayes Road	0.07	Retail / Take-away / Vacant	Planning permissions granted for mixed-use development to replace exisiting shops.
63 - 67 Goodmayes Road	0.13	Retail / Residential / Driving Test Centre	Potential development site not included in Area Action plan.
521 Green Lane, formerly the Lord Napier public house.	0.16	Vacant	Currently being demolished, with plans for redevelopment

The Telephone Exchange.

Homebase, the High Road.

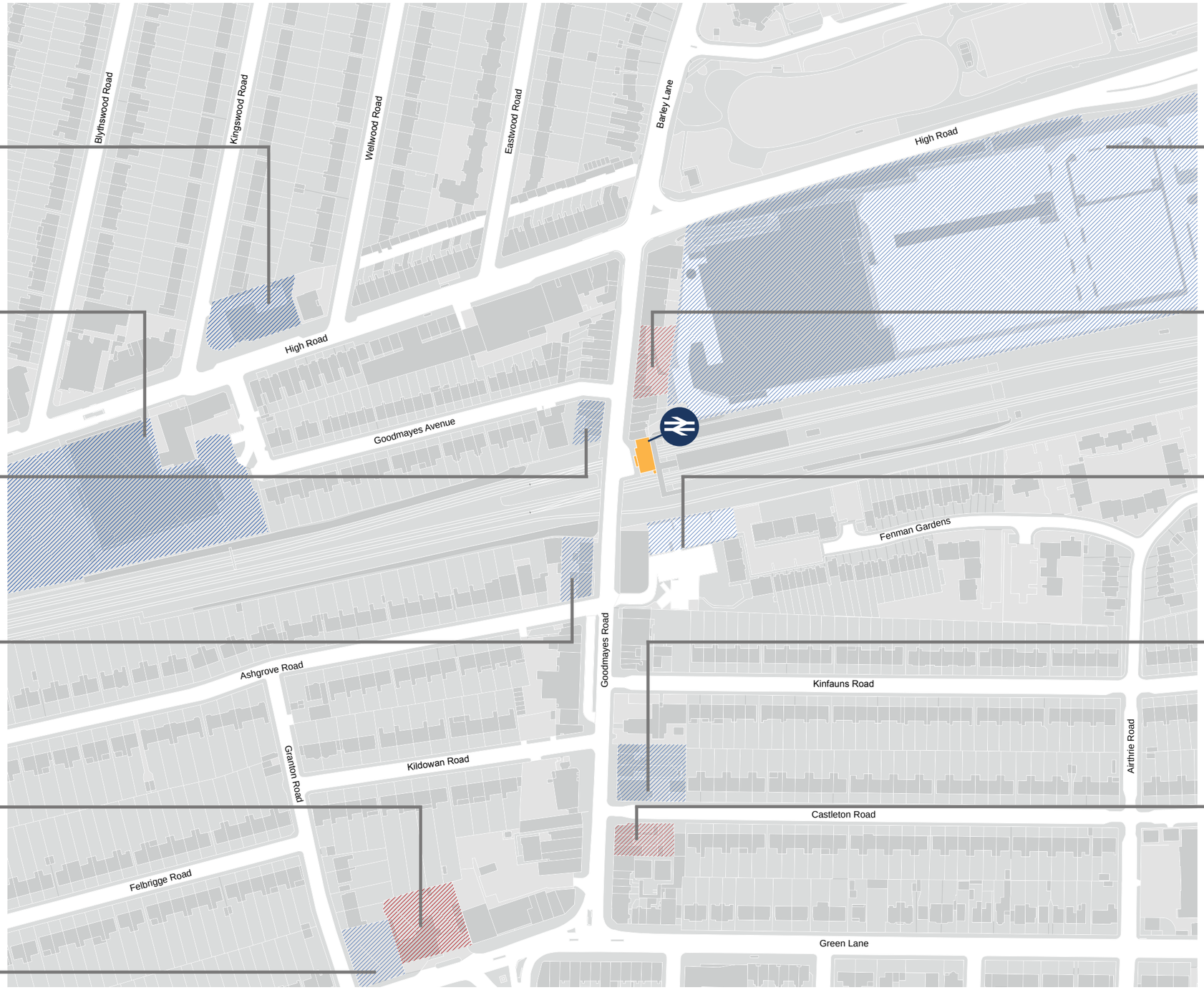
36 - 48 Goodmayes Road.



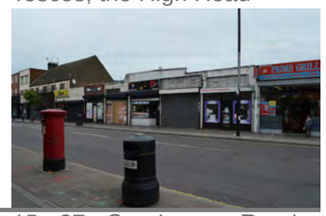
58 - 64 Goodmayes Road.

521 Green Lane.

519 Green Lane.

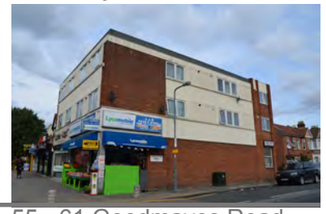


Tescos, the High Road

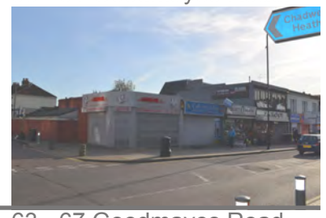


15 - 27a Goodmayes Road.

Goodmayes Road Car Park.



55 - 61 Goodmayes Road.



63 - 67 Goodmayes Road.

Area Action Plan Development Sites.

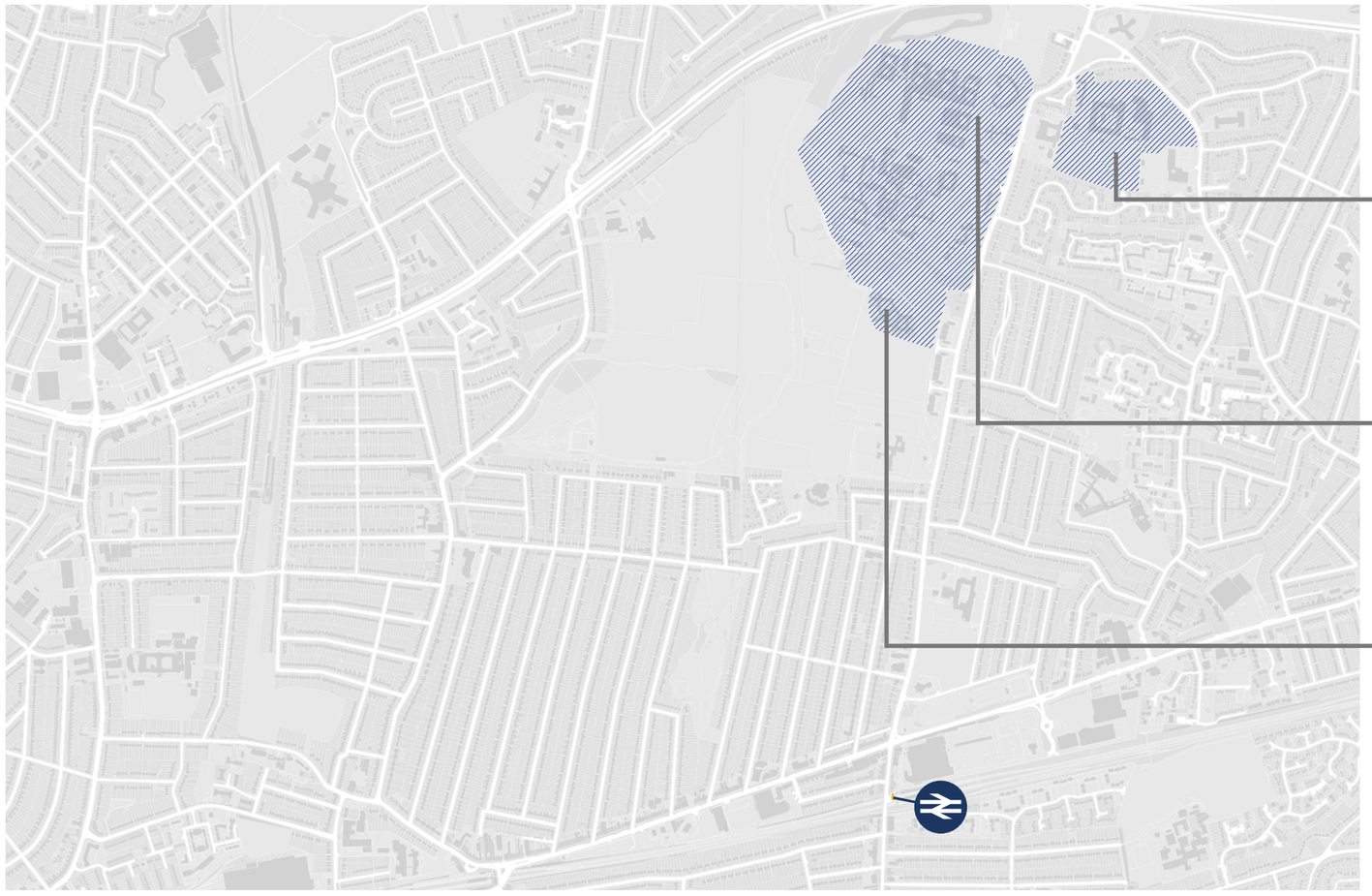
Additional Development Sites.

Outlier Development Opportunities

The Area Action Plan identifies three further Goodmayes outlier opportunity sites. The development of these sites is seen as fundamental to delivering the necessary infrastructure to support growth within the Crossrail Corridor.

Details of the three sites are shown in the table and plan opposite.

Additional Development Site	Area (ha)	Current Use	Preferred Use	Higher Density Appropriate	Notes
CCOS26 Goodmayes Hospital, Barley Lane	15.05	Hospital Mental Health	Mixed- use; health, residential, education	No	Potential Residential Capacity – 120
CCOS27 King George Hospital, Barley Lane	11.99	Hospital	Health - polyclinic	No	-
CCOS28 Redbrigde College, Little Heath	5.84	Retail / Education	Mixed- use; education, residential	No	Potential Residential Capacity – 60



Redbridge College.


King George Hospital.


Goodmayes Hospital.

Area Action Plan Development Sites.

Additional Development Sites.

Rail Station

Goodmayes Station is a single storey Victorian building located on Goodmayes Road. The station was opened on 19 February 1901 by the Great Eastern Railway on their Main Line which opened sixty two years earlier. The station previously incorporated a large shunting yard but the facilities saw a quick decline with Dr. Beeching's modernisation of the railways in 1963. The yard has since been replaced by a mixture of housing and retail units.

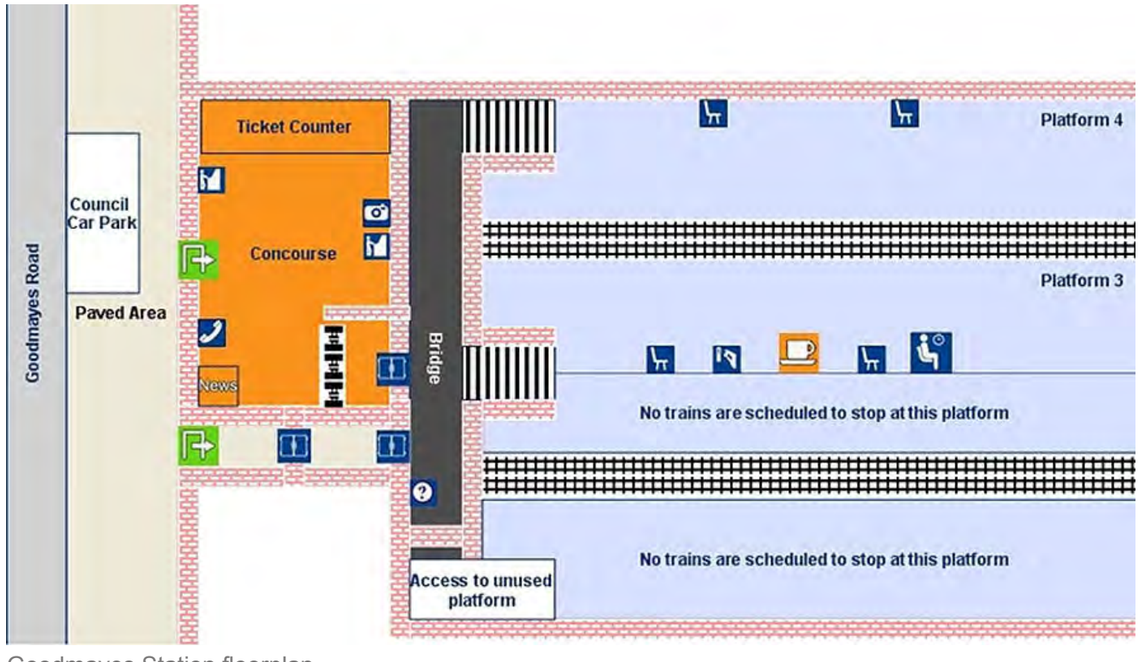
The station sits on the eastern side of Goodmayes. There is one entrance that discharges onto Goodmayes Road as it bridges over the railway line. The entrance is set back from Goodmayes Road by approximately 7.5m. The residual area between the station and the road forms a lay-by, which provides two disabled parking spaces. On site observations noted that the space was often informally used as a facility for kiss and ride. This at times caused traffic flow issues on Goodmayes Road, as those using the lay-by had to reverse out on to the road to rejoin.

The station is in Travel Card Zone 4.

The typical off-peak service is of six trains per hour to London Liverpool Street, and six to Shenfield.

The services are currently operated by Greater Anglia.

Ariel view of Goodmayes Station



Goodmayes Station floorplan.

Crime

Study Area Data

Between May 2013 and August 2013 a total of 146 crimes were recorded by the Metropolitan Police in the wider study area. Over a third of the crimes recorded were classified as acts of anti-social behaviour. A breakdown of the crimes recorded within the study area can be found in the table opposite.

Study Area Crime Figures May 2013 - September 2013	
Category	**Total Crimes**
Anit-Social Behavior	50
Bicycle Theft	3
Burglary	9
Criminal Damage & Arson	9
Drugs	2
Other Crime	0
Other Theft	18
Possession of Weapons	1
Public Order	1
Robbery	1
Shoplifting	18
Theft from the Person	3
Vehilce Crime	10
Violence and Sexual Offences	21

Goodmayes Station

The British Transport Police provide further statistics of crimes related directly to Goodmayes Station. For every 100,000 passengers (between September 2013 and August 2014) there have been 1.16 crimes and acts of anti-social behaviour recorded. This is an increase of 33% from the previous years total of 0.87 crimes and acts of anti-social behaviour per 100,000 passengers. Whilst the percentage increase is noticeable, the crime figures directly related to Goodmayes station are relatively low.

Goodmayes Station Crime Figures October 2012 - September 2013	
Category	**Total Crimes**
Anit-Social Behavior	2
Bicycle Theft	3
Burglary	0
Criminal Damage & Arson	0
Drugs	1
Other Crime	0
Other Theft	1
Possession of Weapons	0
Public Order	1
Robbery	1
Shoplifting	0
Theft from the Person	0
Vehilce Crime	1
Violence and Sexual Offences	2

4

VISUAL ANALYSIS

Streetscape Design

The overall impression one gets when walking around Goodmayes is similar to that experienced in Seven Kings which is of a busy and vibrant town centre with plenty of people moving about and other street activity but a place where there is an obvious in-balance between the space given over to motor vehicles and pedestrians.

Goodmayes Road is a local distributor route that can experience heavy traffic and congestion at times but is also a local high street with lots of shoppers making use of the services available. The streetscape feels unbalanced is largely allocated to motor vehicles with a wide carriageway and relatively narrow footways in some locations.

It is evident that in recent years most of the footway areas have been resurfaced with a uniform and consistent material throughout the main public highway footways. However there are still sections of footway that could be improved, particularly to the south of the station where the interface between private forecourt and public highway has not been addressed.

There are also infrequent crossing facilities along the route that could allow people to move about more freely and safely from one side of the street to the other.

The Barley Lane junction has excessive guard railing on 3 arms of the junction. The southern section of Goodmayes Road is also cluttered in places by typical permanent traffic management equipment, uncoordinated and in places unnecessary street furniture and excessive road markings that add significantly to visual clutter and are intrusive in the ‘High Street’ environment.

There are almost no defined public spaces within the study area for simple social activity to happen such as meeting with friends, sitting down or just hanging out.

There are a number of street trees in various locations along Goodmayes Road however there is still a noticeable absence of green elements and tree planting that results in a rather hard and bleak urban street environment.

In terms of seating there is one bench located outside the station and apart from these seats there is very little formal seating in the vicinity of the station.

Access to Tesco Extra Store from High Road

Goodmayes Road

Goodmayes Road

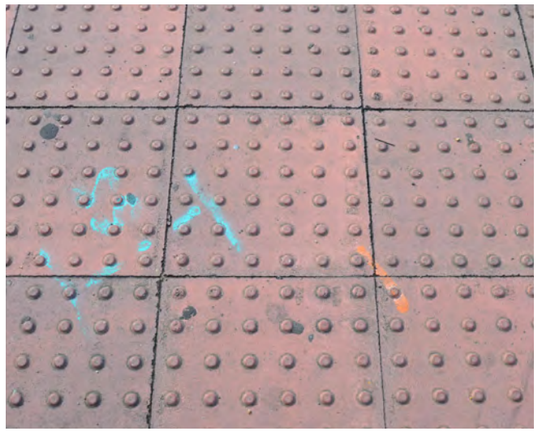
Goodmayes Road parking lay-by

Railway bridge on Goodmayes Road

Footway Materials

The footways within the study area are formed of 400mm x 400mm grey pre-cast concrete paving slabs with smaller ancillary paving to the kerb edge in red precast concrete sets.

In general the footways are in a good state of repair and are well maintained. There are noticeable aesthetic conflicts between the footways and the numerous private forecourts along Goodmayes Road. These conflicts are particularly noticeable towards the south of the station. Many of these forecourts are in a poor state of repair and they consist of a range of materials. The interface between the forecourts and the footways detracts from the recently installed paving surfaces on the public highway and has a negative impact on the overall quality and feel of the streetscape.

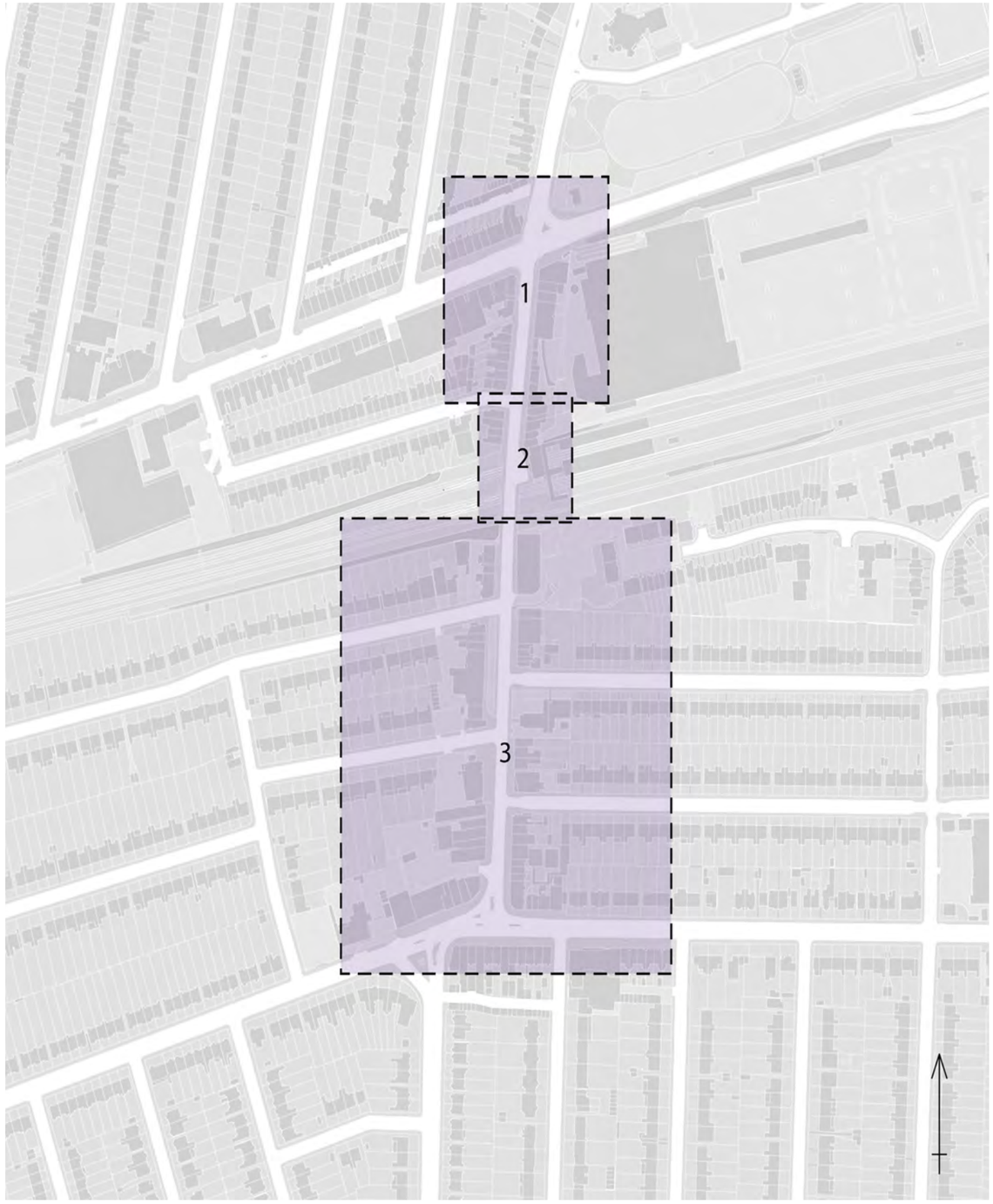


Areas of Focus

In order to record and capture some of the public realm issues at Goodmayes the study area has been divided up into three ‘areas of focus’ which are laid out in the following pages.

These are;

1. Goodmayes Road North
2. Goodmayes Station
3. Goodmayes Road South



Goodmayes Station

Located on the eastern side of Goodmayes Road and approx 100m from the Barley Lane junction, the main station building is set back from the main road fronting onto a small station forecourt/lay-by area that accommodates 2no. disabled parking bays and informal space that vehicles use to set down and pick up.

Directly north of the station is a Zebra crossing that is extremely well used throughout the day

Key Issues

- The station forecourt area is heavily used during peak periods, not just by station users but also by local people moving north and south along Goodmayes Road. The footways around the forecourt do not respond to the natural north-south desire line which results in people walking across the back of the parking bay behind parked cars where footway is not provided. The narrow footway directly outside station entrance can become crowded during peak periods.

- The forecourt space suffers from car parking (some of it illegal) to the front of station which is unsightly and creates an unattractive arrival point to the area. The parking also uses valuable space that could be better used to provide an enlarged forecourt to accommodate the forecast increase in passenger numbers who will interchange at Goodmayes with the arrival of Crossrail.

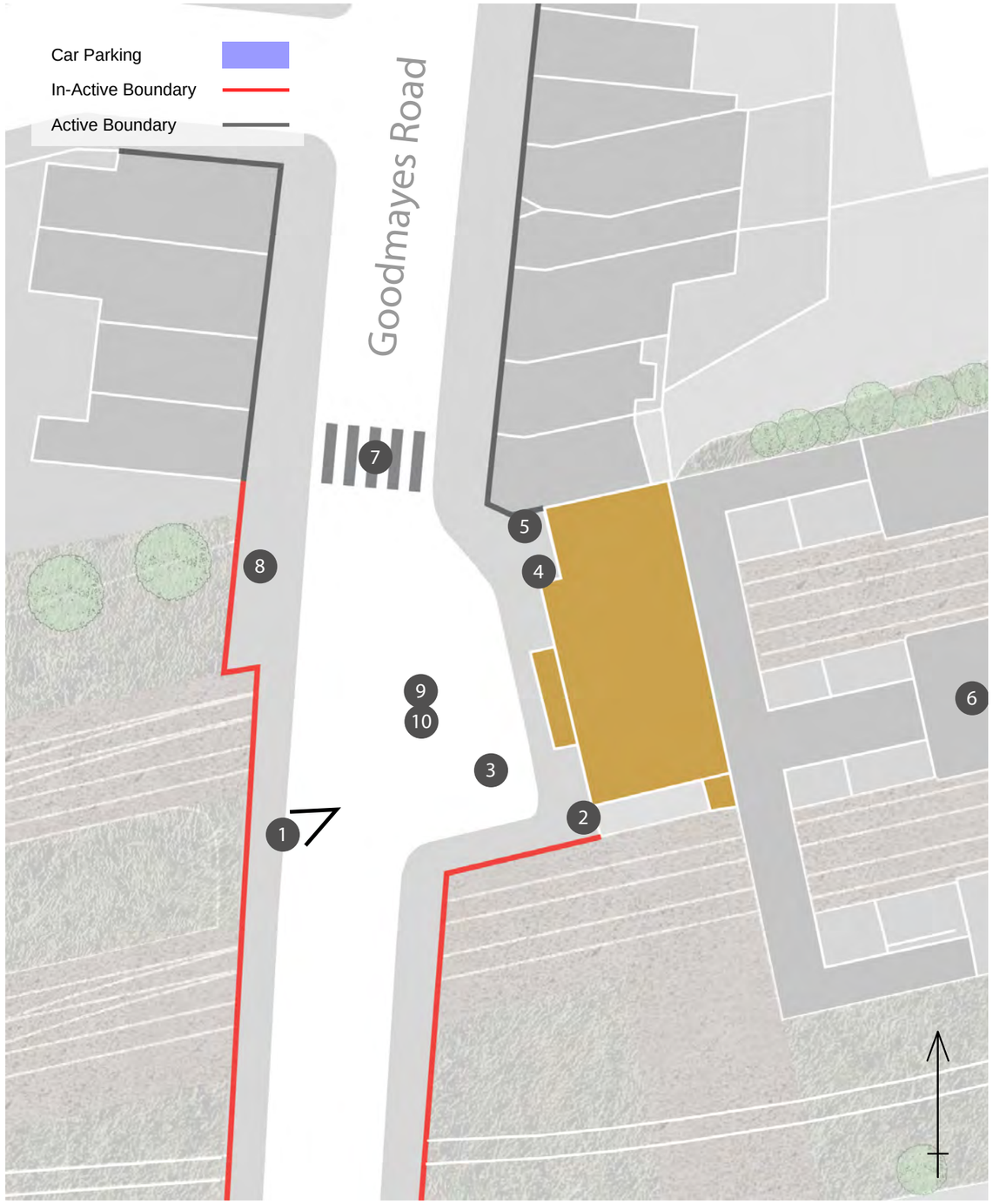
- Station refuse bins are stored on footway directly outside the station and have a negative impact on the street scene

- Lack of clear way-finding to important land uses in the local area such as the Goodmayes Hospital and King George Hospital that is located further north along Barley Lane

- Station building is set back from the main Goodmayes Road which results in poor visibility from north and south approaches to station

- Excess of visual clutter and signage on the station building.

- Cycle parking in station forecourt and on the platform is well used



1 - View towards the station entrance and forecourt.

2 - On the southern side of the station building there is a secondary, out of hours entrance.

3 - Two disabled bays are located directly adjacent to the station entrance. They allow for a maximum stay of 4 hours.

4. Two large waste bins are located on the station entrance. They are unsightly and at times overall filled.

5 - Limited cycle parking is available beside the station entrance.

6 - Further cycle parking is located on platforms 4 and 2/3.

7 - A zebra crossing, located just to the north of the station entrance, is the only formal crossing within the station's immediate vicinity.

8 - Located on the western footway of Goodmayes Road, opposite the station entrance, are a telephone box and a cash machine.

9 - The lay-by is often informally utilised for Kiss & Ride activities. It also is often used by Private Hire Vehicles waiting for custom.

10 - A number of pedestrians were observed walking across the lay by rather than following the footway around it.

Barley Lane Junction

Major busy traffic intersection where Goodmayes Road, High Road and Barley Lane meet, accommodating high volumes of traffic.

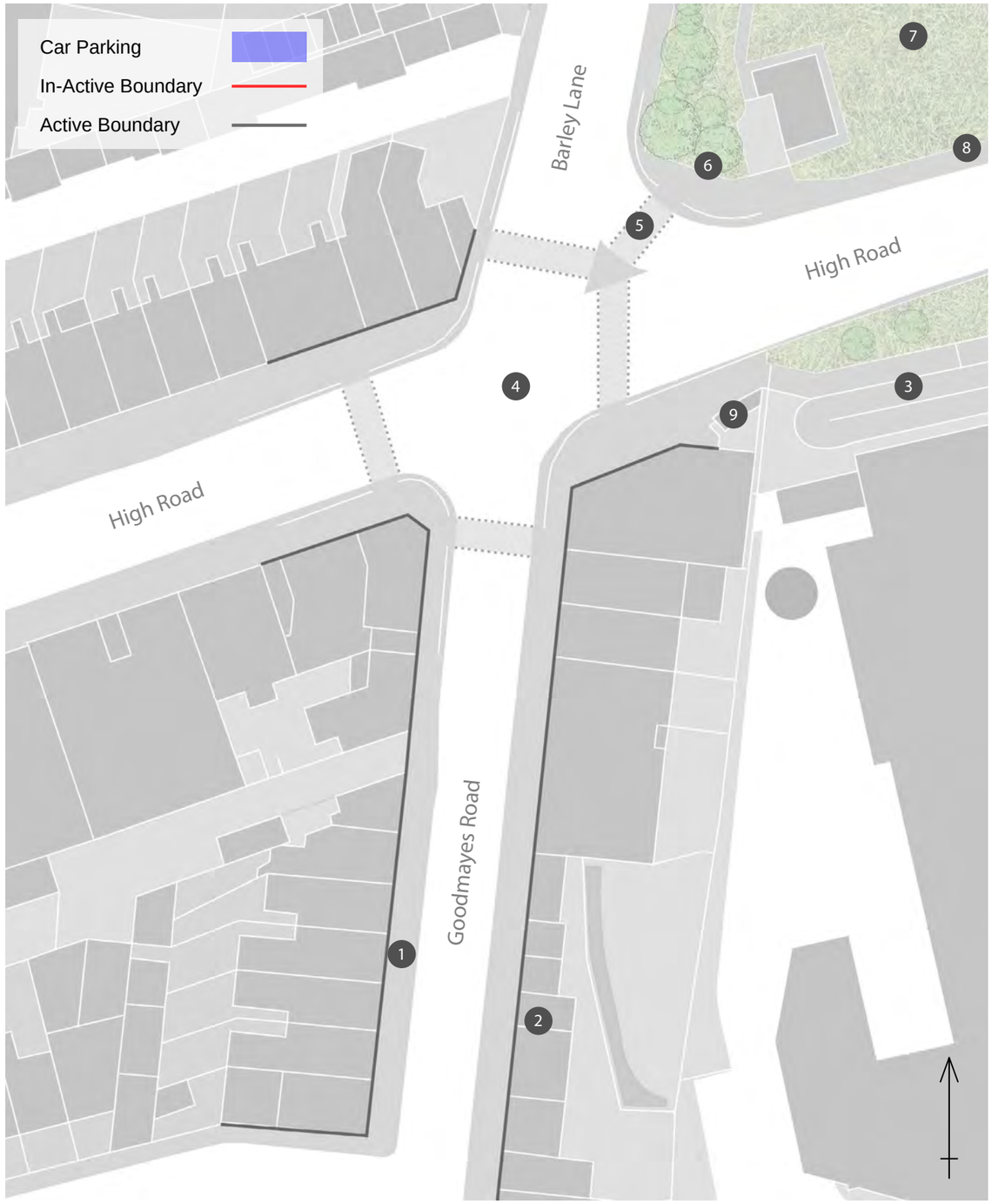
The High Road forms part of London's Strategic Route Network accommodating large east west movement. It is a very busy junction managed by LB Redbridge with high volumes of traffic passing, particularly during the peak hours. The junction is managed by LB Redbridge however, any proposed changes to the route will require the input of Transport for London.

The junction has a filter lane allowing east bound traffic on Barley Lane to filter off onto the High Road to avoid queueing. This results in a two stage crossing for pedestrians crossing High Road on the eastern arm.

Key Issues

- Unattractive and intimidating environment that can be difficult to negotiate for pedestrians and cyclists
- Guardrailing contributes to the excess of visual clutter in and restricts efficient pedestrian movement through the junction and across the High Road
- Poor quality surfacing in some locations (interface between highway and private forecourts) and in a poor state of disrepair
- Lack of clear way-finding to important local land uses such as the Goodmayes Hospital and King George Hospital and primary school for example.
- The recreational ground suffers from poor legibility and is hidden behind long expanses of galvanised palisade fencing that means it's hard to get a sense of whether it is a public or private facility.
- Access to the park is currently difficult with no legible entry points onto the High Road.
- The main entrance to the park is space is badly sited and the signage is of poor quality
- Refuse bins located in SE corner of the junction gives a sense of neglect and untidiness that impacts negatively street environment and community amenity

- Footway on the south side of the High Road terminates to the east of the junction, with pedestrians required to walk through the superstore site to access Goodmayes Road and the Barley Lane Junction (from the east).
- Narrow footway on north-west corner of junction
- Large advertisement hoardings on north-west corner have detrimental impact on the quality of the street scene and local amenity.
- Narrow footways on both side of Goodmayes Road between station and Barley Lane junction exacerbated by A-Boards and refuse bins. Pedestrian pinch point around bus shelter could be addressed.



1 - The bus stop on the western footway of Goodmayes Road, north of the station, considerably narrows the footway.

2 - A row of low density retail units lines part of Goodmayes Road's eastern boundary. A large percentage of the units are vacant.

3 - The High Road footway diviates from the road's edge beyond the junction with Goodmayes Road. Instead it ramps down and passes a Tesco Superstore.

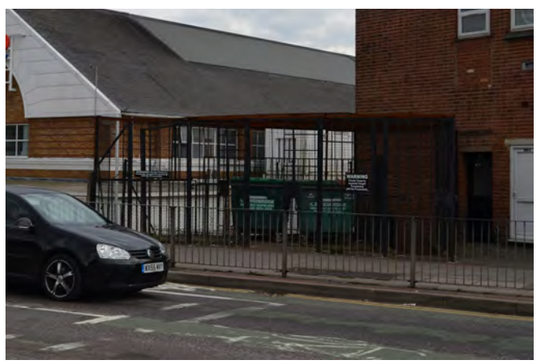
4. View of High Road - Goodmayes Road - Barley Lane crossroads, highlighting the scale of the junction.

5 - A slip lane for traffic turning left from Barly Lane onto the High Road, further impedes pedestrian movement.

6 - Access into Barley Lane Recreation Ground from the High Road is unclear. The main entrance is to the north on Barley Lane.

7 - Barley Lane Recreation Ground.

8 - The boundary to Barley Lane Recreation Ground in the large part consists of a un-welcoming, 6 foot tall, metal and concrete-post fence.



9 - A ramshackle bin cage is located to the east of the junction. As it is unlocked, it serves little function and it is a public eyesore.

Goodmayes Road (South)

This focus area looks at the section of Goodmayes Road between the station and the junction with Green Lane to the south.

Key Issues

- High volumes of vehicular traffic passing through area especially during peak hour periods creating congestion and affecting the local air quality.
- Large inefficient and underutilised short stay parking area between Ashgrove Road and Kildowan Roadd could be rearranged to create much needed public space within the local area.
- General public space deficiency in the local area including a lack of seating
- Noticeable lack of crossing facilities across Goodmayes Road
- Uncoordinated and unnecessary street furniture along some parts of Goodmayes Road that creates a cluttered street scene and can impedes pedestrian movement.
- Poor quality of surfacing in some locations (interface between highway and private forecourts) and in a poor state of disrepair particularly on the western side of Goodmayes Road
- Strong desire line across busy intersection of Goodmayes Road and Green Lane but not catered for with formal crossing facility
- Long waiting times at junction
- Poor quality street environment on north side of Green Lane heading west directly outside recent development.

1 - The Junction of Green Lane and Goodmayes Lane.

2 - View of the staggered junction between Goodmayes Road, Green Lane and Goodmayes Road.

3 - The conveluted crossing points for the junction resulted in numerous informal pedestrian crossings.

7 - Example of rubbished stack on the footway of Goodmayes Road.

4 - There are numerous waste bins of various size and type throughout the study area. Despite the proliferation of facilities, littering is still an issue.

5 - The positioning of 98 Goodmayes Road has created a large forecourt space. The space is partially utilised by a green grocer, but generally under-used.

6 - Parking on Goodmayes Road between the junctions with Ashgrove Road and Kidowan Road.

8 - To the south of the railway bridge are a row of low-density businesses premisses. They include a public house, two cafes and an estate agent.

9 - The Goodmayes Road car park can provide parking for 75 vehicles but is visually detached from Goodmayes Road and is severely under-used.

5

MOVEMENT ANALYSIS

Walking (Connectivity)

The great eastern railway line and High Road are the most significant barriers to effective north-south movement in the Goodmayes area.

The only realistic place to cross the tracks in the local area between Seven Kings and Chadwell Heath is Goodmayes Road. This results in high levels on vehicular and non-vehicular (pedestrian) movement activity along this route. There is a north-south pedestrian route (and footbridge) that runs along the western boundary of Mayfield School between Kinfauns Road/Castleton Road in the south to High Road in the north. Whilst this route offers some north-south connectivity it is not well used, probably due to its remoteness and the lack of natural surveillance.

Goodmayes Road performs a number of important roles within the local and wider area. As indicated above, it is the key north-south movement corridor through Goodmayes that accommodates large volumes of vehicular traffic as well as significant numbers of pedestrians moving around the local area whilst accessing the key land uses such as the large Tesco supermarket and retail-park, the High Road and the hospitals and recreation ground to the north.

It is also the local shopping street for this area and a place in its own right as well as the location of the main line railway station that is forecast to become significantly busier in the coming years with the arrival of Crossrail and as such the road will need to accommodate increased levels of both vehicular and non-vehicular activity.

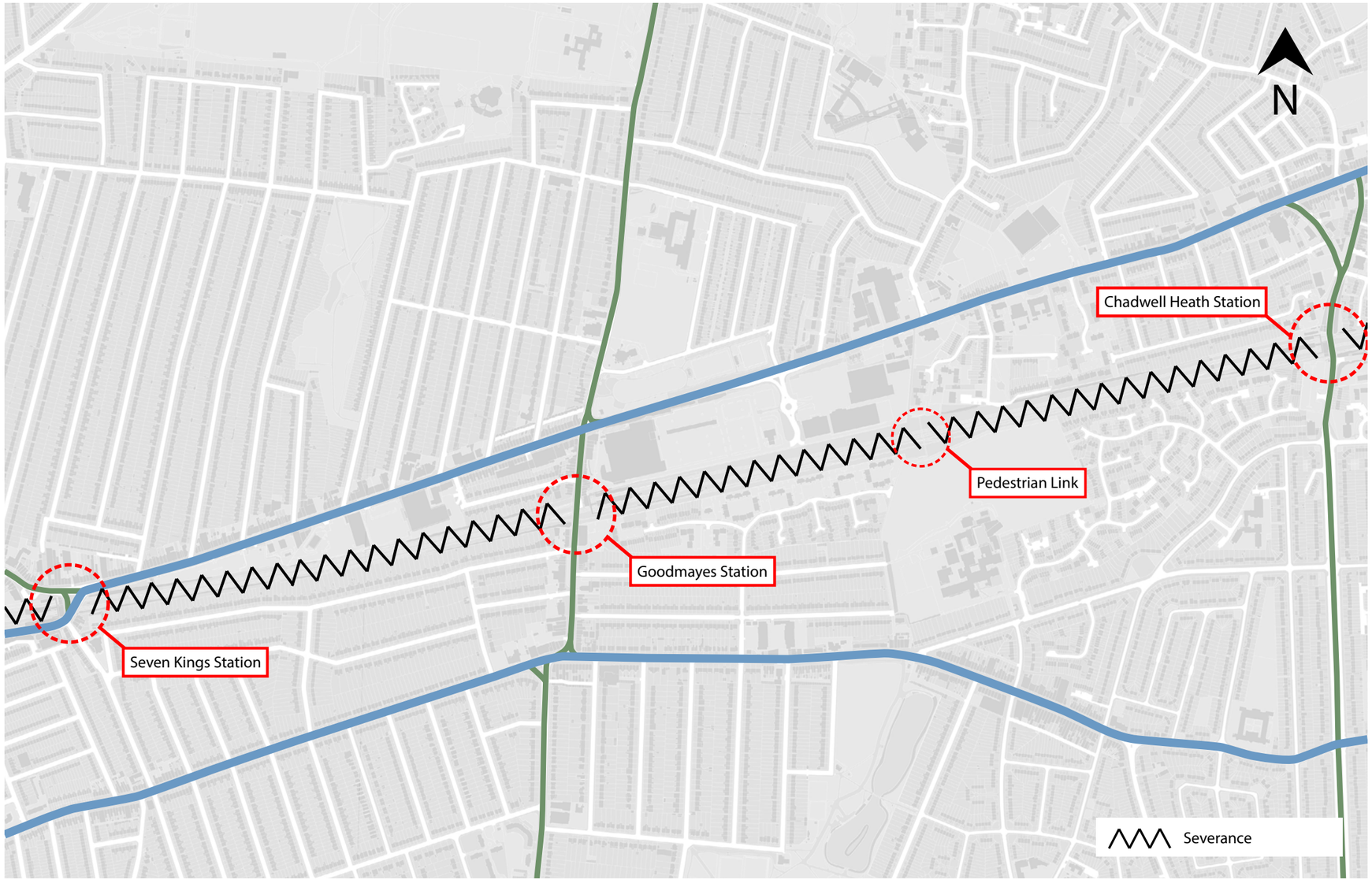
East-west movement through Goodmayes is excellent with the grid of residential streets providing high levels of permeability and connectivity through the area, particularly for those on foot or cycling.

Mode	Revised 2026 Passenger Numbers (Arrival)	Modal Split (%)
Bus	549	13%
Park & Ride	464	11%
Taxi	42	1%
Kiss & Ride	253	6%
Cycle	84	2%
Walk	2827	67%
Total	4220	-

According to the Transport Assessment for Goodmayes two thirds of all those entering and leaving the station during the 3 hour peak period will do so on foot (67%) with a further 24% arriving on bus or by park and ride.

These last two modes are important because although the main part of the journey to the station is made by bus or car, the proximity of the nearby bus stops and car parks mean that the final leg of the journey will inevitably be made on foot and will require them to walk along Goodmayes Road to reach the station.

As discussed earlier, large residential areas extend to the east and west of Goodmayes Road. A significant number of the local population that use the station reside in these areas. Depending on the direction that passengers arrive and depart from the station, a large proportion will have to use Goodmayes Road with many having to cross the main road at some point. There is a pedestrian crossing facility to the north of the station however, there is a noticeable lack of formal crossing facilities along Goodmayes Road.



Wayfinding

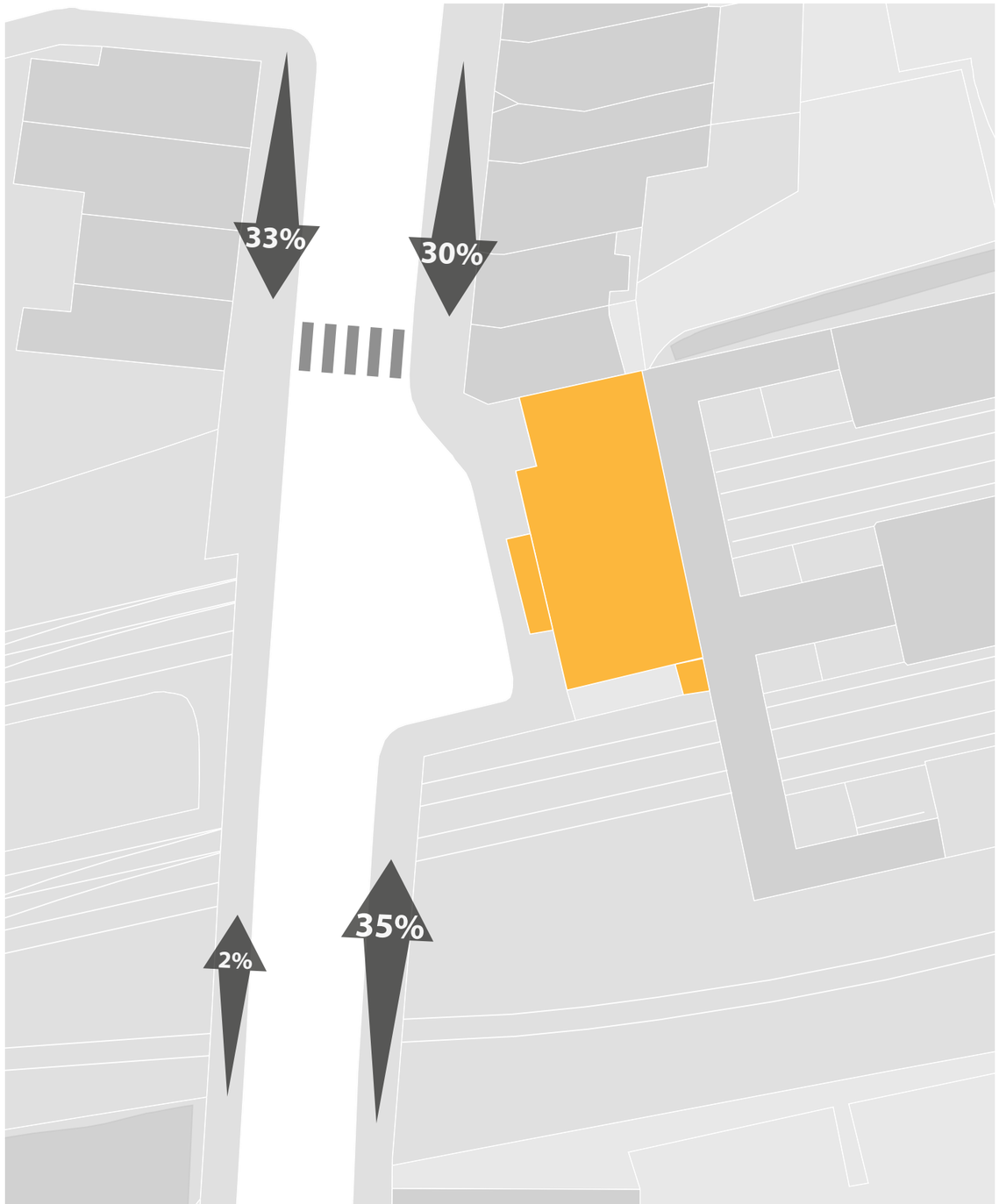
Way finding in the area generally is poor, there is no signage located directly outside the station to help visitors orientate themselves to the main areas of interest in the local area. The only wayfinding observed on site visits was located within the station building. This took the form of signs directing passengers towards local landmarks and bus stops

Pedestrian Flows

On Friday the 20th September 2013 between 08.00 and 09.00, a pedestrian flow survey was undertaken outside Goodmayes Station. The survey observed the directions that pedestrian station users arrived from. The diagram, right, shows the break down of the survey's findings.

The majority of pedestrians (63%) approached the station from the north. Of those pedestrians approaching from the north there was nominal difference between those using western and eastern footways. Pedestrian's approaching the station on the western footway almost universally utilised the zebra crossing to cross Goodmayes Road.

Of the remaining pedestrians (37%) who approached the station from the south, the overwhelming majority used the eastern footway. The imbalance is fundamentally due to a lack formal pedestrian crossings south of the station. Pedestrians approaching from the south-west have been observed informally crossing Goodmayes Road before reaching the station's vicinity. The common locations were pedestrian's cross Goodmayes Road and there rational can be found in the section *Desire Lines.*



Pedestrian Counts

Entry and exit counts were initially undertaken in 2001 during peak AM hours. The table below includes current usage estimated on the basis of the 2001 survey and uplifted to reflect the growth trend occurred in recent years.

Evidence of an increase in passenger numbers at Goodmayes can be found in the Office for Rail Regulation's annual station data. Figures rose from approx. 1.25m passengers in 2001 to just under 2.1m in 2011. The O.R.R. data is based on ticket sales and can't be easily converted into morning peak data, but the figures evidently show a significant increase in passenger usage since 2001.

Additionally the table includes passenger forecasts for 2026 (after the arrival of Crossrail).

	Entry	Exit	Total	Increase
2001	1800	300	2100	-
2011 (estimated)	3,060	510	3,570	70%
2026 (forecast)	4,220	1,100	5,320	49%

Desire Lines

On the 23rd September 2013, between the 08:00 - 09:00, an observational study of pedestrian movements to the south of station on Goodmayes Road was undertaken. The study area stretched from the zebra crossing adjacent to the station to the junction of Goodmayes Road with Kildowan Lane. Observations were of all pedestrian movements and not limited to only station patrons.

Currently there is no formal crossing point of Goodmayes Road between the aforementioned zebra crossing and the junction the Goodmayes Road - Green Lane junction. This is a distance of approximately 275m. The steady numbers of pedestrians result in numerous informal crossings of Goodmayes Road, especially during peak periods. Despite heavy vehicle usage at these times, the congested, slow moving nature of the traffic provides opportunities for pedestrians to attempt to informally cross.

The following areas have been highlighted as areas where pedestrians cross Goodmayes Road:

1. Informal crossings are related to the bus stop positioned on the western footway of Goodmayes Road.

2. At the junction of Goodmayes Road and Ashgrove Road, a significant number of pedestrians approaching from the south west were observed diagonally crossing the junction if traffic was stationary.

3. The most noticeable movement across Goodmayes Road. Pedestrians crossing in this area mainly approached from the south east. It is noticeable that at this point pedestrians have their first visual connection to the station.

4. Pedestrians crossing were predominantly station users, although the number of pedestrians crossing was more limited than in area 3.

5. An extremely limited number of pedestrians approaching from the south were observed using the zebra crossing to reach the station.

Road Hierarchy

In terms of road hierarchy, the A118 High Road and the A1083 Green Lane are the main arterial roads serving the study area. The A118 is a busy east-west through Ilford into London and forms part of the Strategic Road Network. It is also part of the former Roman road between London and Colchester.

Goodmayes Station opens out on to the main Goodmayes Road which is a local distributor road.

All the other roads in the nearby vicinity are considered local access roads befitting their largely (but not exclusively) residential nature (see opposite).

Buses

Goodmayes has 2 bus services that serve the station and 3 that pass in close proximity. Bus services provide good connections from the north and south to Goodmayes Station. The relevant services are listed below:

Route 86 / N86 - Between 10 and 6 buses per hour, servicing Stratford to the south west and Romford to the east. Both west and east bound services stop on the High Road, approx. 125m north of the station. Night services reduce to 4 buses per hour.

Route 128 - 5 buses per hour, servicing Clayhall Broadway to the north west and Romford to the east. Both north west and east bound services stop on Green Lane, approx. 300m south of the station.

Route 150 - 5 buses per hour, servicing Chigwell Row to the north west and Becontree Heath to the east. Both north west and east bound services stop on Green Lane, approx. 300m south of the station.

Route 364 - 6 buses per hour, servicing Hainault Street (Ilford) to the west and Dagenham East to the south east. North bound services stop on Goodmayes Road approx. 80m of the station entrance on the western footway. South bound services also stop on Goodmayes Road approx. 70m south of the station entrance on the eastern footway.

Route 387 - 5 buses per hour, servicing Little Heath to the north and Barking Reach to the south. Services utilise the same bus stops on Goodmayes Road as the 364 service.

London Buses at TfL have undertaken an initial review of how future bus usage will be effected by the arrival of Crossrail. The table below lists the current bus demand for each of the corridors relevant to Goodmayes Station and their respective future, usage forecast. Forecasts may change and no detailed planning has taken place at this stage so this is purely an indicator of the scale of change.

The table below shows the actual current morning peak bus demand and in the adjacent column the expected increase by 2018. The figures given are the highest flows in the morning peak and the direction of this flow in relation to the station is also shown.

There is predicted to be a noticeable decrease in demand for route 86. The anticipated decrease is predominantly due to the route running, for a significant part of its length, parallel to Crossrail.

Conversely route 364 will see an increase in demand. The route serves a large residential area to the north of the High Road and in the south east connects Goodmayes station to both Becontree and Dagenham. The uplift in usage may require additional capacity for the route.

All the remaining corridors see minimal fluctuations in passenger usage.

Corridor	Routes	Direction	Current	2018	Change	% Change
Goodmayes Road	364, 397	North Bound	379	402	23	+6%
Green Lane (West)	128, 150	West Bound	301	310	9	+3%
Green Lane (East)	128, 150, 364	West Bound	505	534	29	+6%
Goodmayes Lane	387	South Bound	137	130	-7	-5%
High Road (West)	86	East Bound	376	206	-170	-45%
Percey Road	364	West Bound	76	94	18	+23%
Barley Lane	387	South Bound	88	82	-7	-7%

Buses from Goodmayes

Route finder

Day buses including 24-hour routes

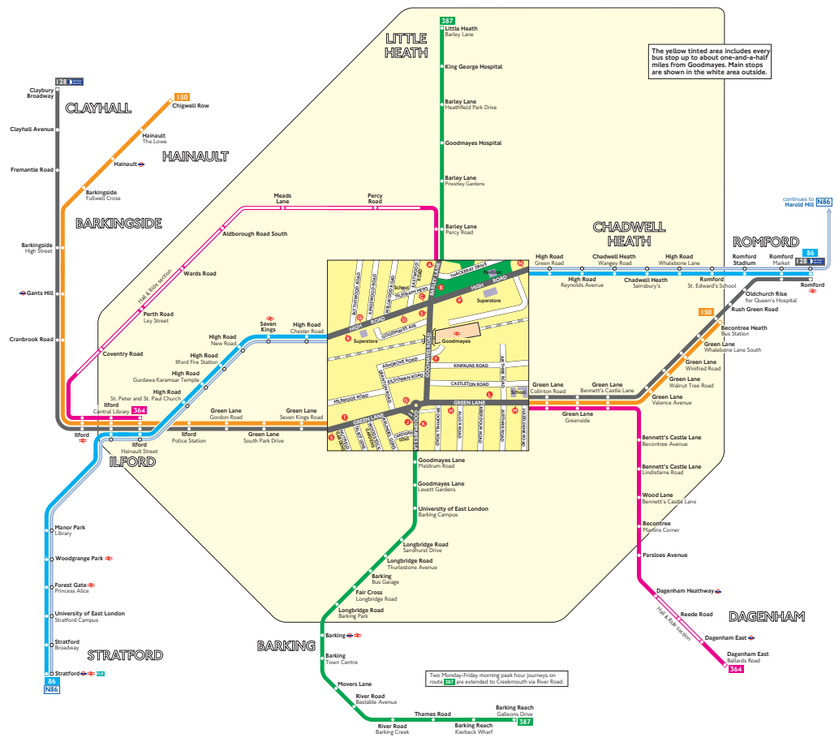
Bus route	Towards	Bus stops
86	Romford	G N O
	Stratford	D P R
128 (24 hour service)	Claybury Broadway	H M S
	Romford	G L T
150	Becontree Heath	G L T
	Chigwell Row	H M S
364	Dagenham	B F L
	Ilford	A E H M
387	Barking Reach	B F K
	Creekmouth ▼	B F K
	Little Heath	A E J

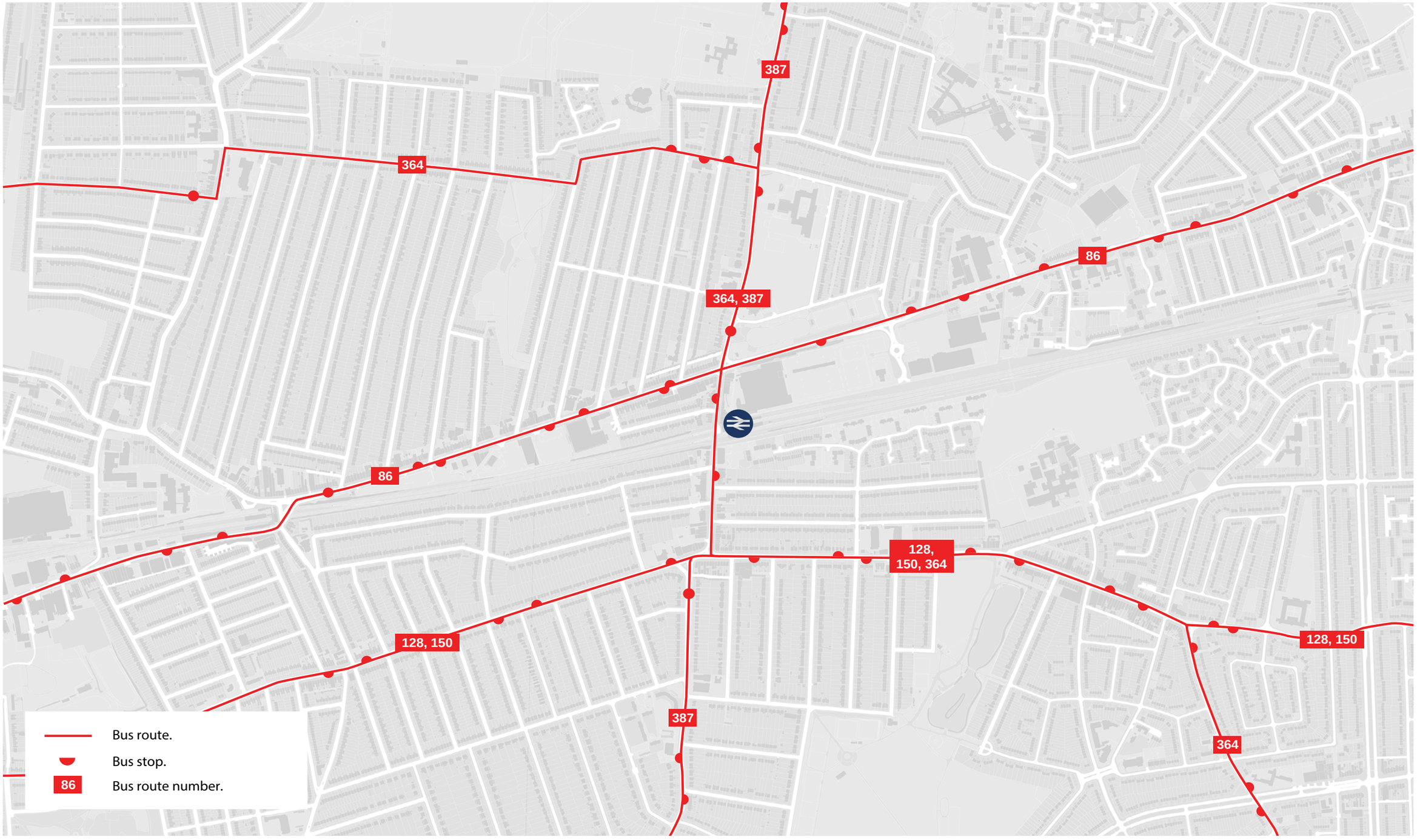
Night buses

Bus route	Towards	Bus stops
N86	Harold Hill	G N O
	Stratford	D P R

▼ Special journeys only (Note)

Two Monday-Friday morning peak hour journeys on route 387 are extended to Creekmouth via River Road.




387
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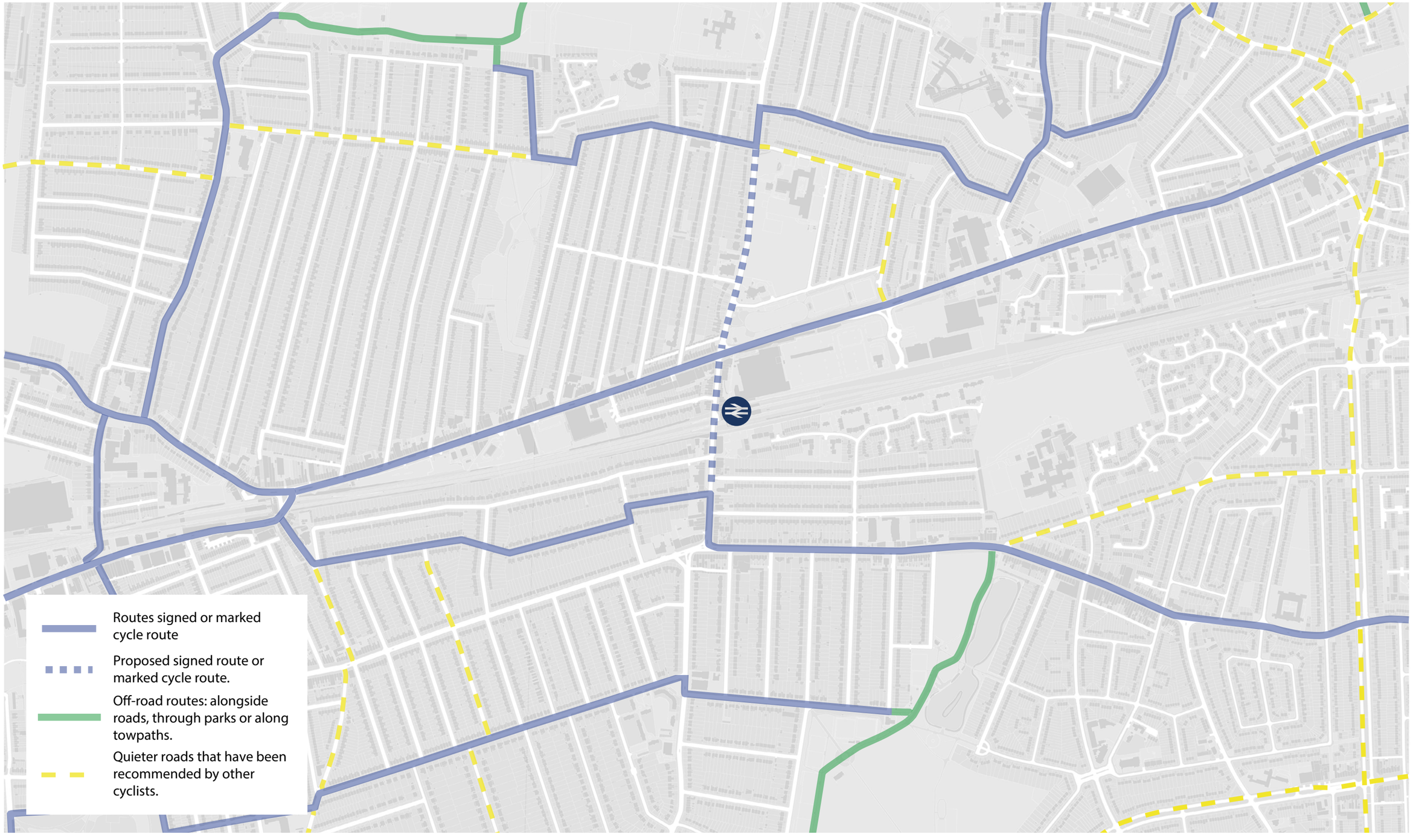

Routes signed or marked cycle route
Proposed signed route or marked cycle route.
Off-road routes: alongside roads, through parks or along towpaths.
Quieter roads that have been recommended by other cyclists.

Cycling (Route and Parking)

Redbridge is designated a ‘biking borough’, and as such has made a commitment to increase levels of cycling by 2014. Currently there is a relatively extensive network of cycle routes in the vicinity of Goodmayes Station, although it is not directly served by any routes. The station’s location with London Cycle Network (L.C.N.) is highlighted in the document opposite.

L.C.N. Route 12 passes approximately 125m to the north of the station on the High Road (A118). Route 12 runs between Romford and the City, via Stratford. Cycle lanes are provided along part of the route but there is not full separation from traffic. A further cycle route connects to Goodmayes Road 100m south of the station, at the junction with Kildowan Road. The route is signed and provides connections to the west and east.

There have been proposals by LBN for an additional north-south cycle route running from the junction of Goodmayes Road - Kildowan Road to the junction of Barley Lane - Percy Road. The proposed route would connect Goodmayes Station to the wider London Cycle Network.

Goodmayes Station is rated by TfL as a category E, Local Interchange. TfL standards recommend that for every 200 station entrants per day that 1 cycle parking space is provided. Based on 2026 forecasts Goodmayes Station will require parking for 57 bicycles.

Currently there are 14 Sheffield Stands providing parking for 28 bicycles. 4 stands are located adjacent to the station entrance, 5 are beside the cafe on platform 2/3 and a further 5 are at the eastern end of platform 4. Site observations found that occupancy rates for cycle parking varied form 25% to 50%. The stands on platform 4 were particularly under utilised due to there lack of cover and isolated position. Conversely the position of the stands on platform 2/3, closer to the platform stairs, resulted in a higher occupancy rate.

Cycle parking on the station forecourt.

Cycle parking on platform 2/3.

Un-used cycle parking on platform 4.

Taxis

There are no taxi ranks located in close proximity to the station. One Private Hire Vehicle (P.H.V.) office is situated adjacent to the station building on Goodmayes Road. Within the study area, there are no areas dedicated for taxi and private hire vehicles to drop off or pick up passengers.

Outside the station entrance there is a small station forecourt, formed by a lay-by on the eastern side of Goodmayes Road. Approximately a third of the forecourt is covered by 2 disabled parking bays. The remaining space is all marked by single yellow lines. Site surveys observed that the forecourt (including disabled bays) is heavily used by private hire vehicles when waiting for business. The misuse of the station forecourt by private hire vehicles is no doubt exacerbated by the location of the local P.H.V. office.

The arrival of Crossrail is expected to increase demand for taxis and private hire vehicles. TfL suggests that any future taxi / private hire vehicle facilities are clearly designated to resolve the current issues. Furthermore TfL suggests that monitoring of facilities be intrinsic to any design, as to reduce the potential of private hire vehicles illegally plying for trade.

Private hire vehicles filling Goodmayes Station’s forecourt.

Private hire vehicles and drivers using the station forecourt.

Private Hire Vehicle Office adjacent to the station forecourt.

Set down/pick-up

Site observations noted that the aforementioned station forecourt is used as an informal Kiss & Ride facility. As the area is often occupied by private hire vehicles, Kiss & Ride directly outside the station is mainly limited to the dropping off of passengers. Vehicles were observed stopping on the forecourt parallel to Goodmayes Road to drop off passengers.

An example of Kiss & Ride activity is shown in the image right. During peak hours the traffic on Goodmayes Road tends to be slow moving and as such Kiss & Ride activities rarely impede the flow of traffic.

It is forecast that with the arrival of Crossrail, Kiss & Ride will make up approx. 6% of the station's modal split during peak hours.

Servicing

The number of retail units on Goodmayes Road results in servicing being undertaken at times along its length.

Delivery and servicing is generally small scale and ad-hoc in nature. Vehicles have been observed utilising parking bays, informally parking kerbside and parking on station forecourts.

The slip road between Ashgrove Road and Kildowan Road currently provides a designated loading bay but its existing layout is in-efficient in terms of wider urban realm usages.

The increase in passengers with the arrival of Crossrail will likely increase shopping activity along Goodmayes Road. Consequently the demand for delivery and servicing by local businesses will likely grow.

Kiss and ride on the edge of the station forecourt.

Servicing on Goodmayes Road.

Servicing on Goodmayes Road.

Parking

There are controlled parking zones within the study area on Green Lane, High Road and Goodmayes Avenue. On Goodmayes Road there are long stretches of single yellow lines, which impose waiting restrictions between the 8.30am - 6.30pm, Monday to Saturday. The remaining parts of Goodmayes Road allow no parking or waiting at anytime.

As previously mentioned there are two disabled parking spaces directly outside the station's entrance.

Goodmayes Road Car Park is located south of the station on the eastern side of Goodmayes Road. The car park is pay & display and there has spaces for 75 vehicles. Site visits have observed low numbers of vehicles using the facilities.

Limited parking are also located off of Goodmayes Road on the slip road between Ashgrove Road and Kildowan Road. There is one disabled bay and four pay & display bays.

To the north of the station the Tesco Extra Superstore has an extremely large car park that can be used by the stores customers.

The residential streets that surround Goodmayes Road provide a number of unrestricted, kerb-side parking opportunities.


Goodmayes Road Car Park.


Car Parking on the slip road between Ashgrove Road and Kidowan Road.


Tesco Extra Car Park.

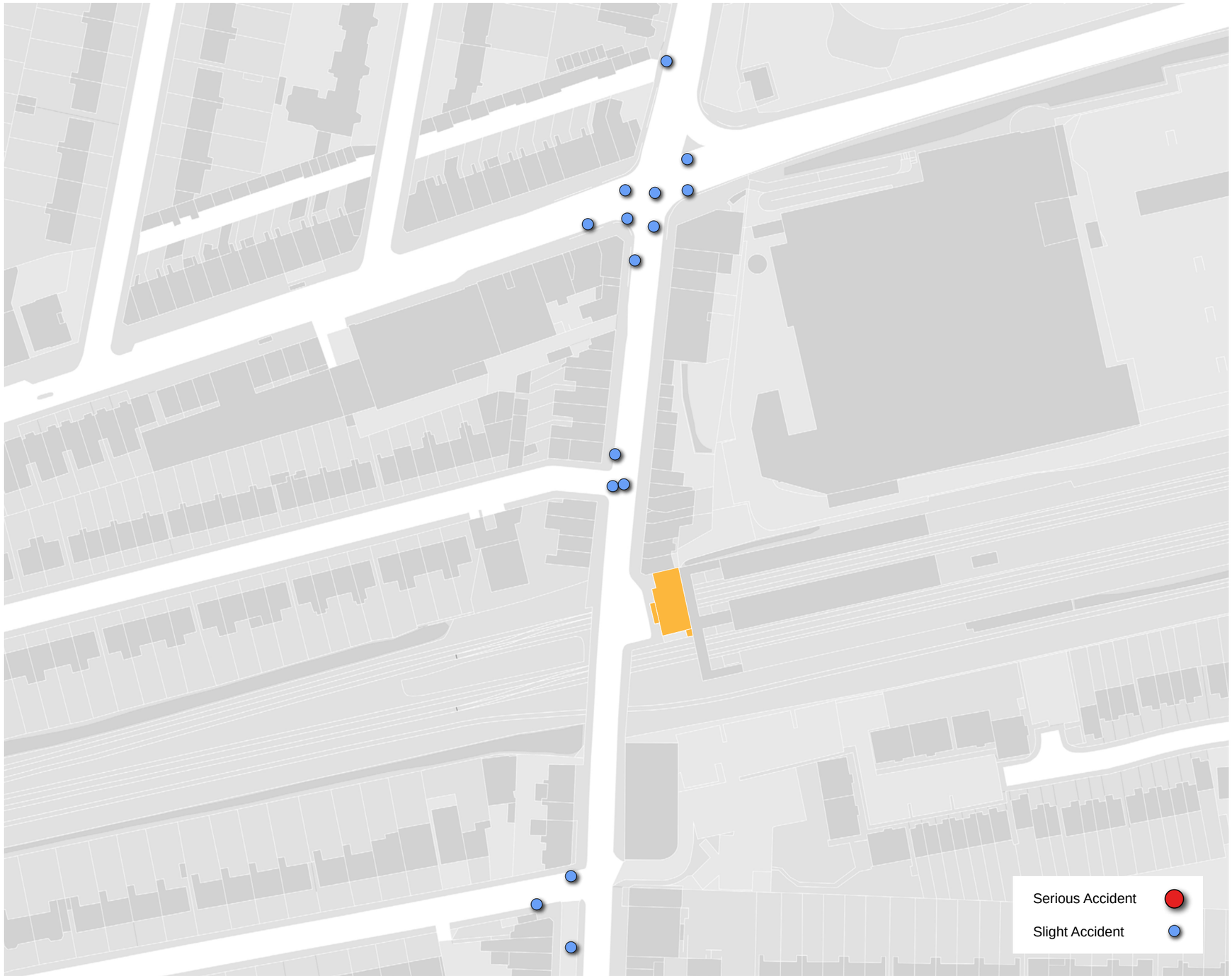
Road Safety

The supporting diagram highlights all recorded collisions within the vicinity of Goodmayes Station for a period of 36 months until the end of April 2014.

In the last 3 years there have been 15 recorded accidents in the area, all of which have been recorded as slight accidents. No serious accidents were recorded as occuring during the period.

There is a noticeable cluster of 8 incidents around the Goodmayes Road - High Road - Barley Lane junction. Whilst the number of accidents at the junction is greatly higher than any other junction in the study area, there is no over-riding, common cause that can be drawn from the data.

Further details on the individual accidents highlighted can be found in the appendix (p. 78 - 89).



6

DESIGN STRATEGY

N

Goodmayes Key Proposal Plan

Masterplan

Key Design Concepts

High Streets can be diverse and complex places often with competing demands. They cater for local retail and essential services but they also often help satisfy social needs, engender civic pride and are the focus of the local community. They are commonly characterised by significant physical constraints such as fixed building lines, extensive statutory undertaker equipment (utilities) and often an established balance of priorities to motor vehicles, creating challenges for the reallocation of space due to real or perceived wider impacts.

Goodmayes is a typical London suburb and Goodmayes Road the 'everyday' local centre featuring many of the characteristics described above. It is mixed use with flats above most shops and feels vibrant with plenty of street life but the built environment has a tired appearance.

As discussed, Goodmayes Road performs both a movement and place function. It acts as the main vehicular and pedestrian corridor for the local and wider area but is unfortunately dominated by traffic and congestion, impacting negatively on the local walking experience and its function as a place and local centre.

The arrival of Crossrail and the resultant accessibility improvements means the perception and fortunes of Goodmayes will undoubtedly improve as it becomes a more desirable place to live with quicker and more direct connections to the centre of London and Heathrow. The successful realisation of the obvious development opportunities in the Goodmayes area should help to reinforce this perception and to contribute to the successful regeneration of the local centre.

The key design concept is therefore to improve both the station forecourt area and as well as the wider Goodmayes Road and Barley Lane junction environment by raising the quality, design and legibility of the public realm in Goodmayes by addressing some of the obvious imbalances between vehicles and people. In developing the design response we have tried to achieve an appropriate balance between the movement and place functions to create the conditions for a 'living street' that can act not only as a corridor for both vehicular and non-vehicular movement but also as a place and a destination in its own right.

The design proposals are split into two key elements – the **Core Scheme** proposals (Goodmayes Station) and **Wider Area** proposals (Barley Lane Junction + Environs and Goodmayes Road)

The area directly outside the station will be the main gateway into Goodmayes for an increasing number of people, and will need to reflect the welcome that the local area seeks to offer. The proposals will help establish a sense of place for the station, helping to locate it within the local centre and overcome its lack of visibility. Two options have been developed for the forecourt area.

Two options have also been developed for the Barley Lane Junction. Modifications to the layout prioritise pedestrian movement and improve access to Barley Lane Recreational Ground by removing the barriers to safe and effective movement for pedestrians and cyclists.

For the wider Goodmayes Road area running north and south of the railway station, a package of streetscape improvements are proposed aimed at enhancing the quality and legibility of the route.

The reconfiguration of the parking lay-by in Goodmayes Road, south of the station, has allowed space for a new landscaped area to be created to help address the general lack of public space in the local area. This will help to increase opportunities for social interaction or somewhere to pause and relax away from the hustle and bustle of the main commercial area.

Visual clutter will be reduced by the removal of redundant or unnecessary street furniture which in turn will increase usable footway space for the anticipated increases in people visiting and moving around the area.

Footways

Private forecourt areas in front of the buildings exist in various sizes and should be paved in the same material as the adjacent adopted footway to create a wider, more consistent and coherent street scene and reinforce and improve pedestrian routes to and from the station. The boundaries could be marked with brass or stainless steel studs. The council could work closely with the landowners in order to implement the scheme across private land.

Footways should be paved in large element slabs with square edges and narrow sand or mortar filled joints.

If possible York stone slabs should be used and laid in 600 mm wide with random lengths. Colours vary dramatically between quarries and the final choice should be made from samples. The recommended Scoutmoor has a palette of blue brown and buff brown colours. If York stone is used, 300 mm wide units can be used on vehicle cross over sections.

Should York stone not be feasible a suitable alternatives should be considered that are high-quality, long-lasting and easy to maintain.

Carriageways

Granite or something similar should be used to surface the carriageway to the front of the station.

In other areas standard asphalt wearing courses should be used but a surface dressing (stone chippings or anti-skid to colour match the footways) should also be considered. These treatments will need to extend to all areas if there is concern about the maintenance of stone blocks on the carriageway

Yorkstone - Scoutmoor paving

Example of granite sett carriageway surfaces

Example of granite sett carriageway surfaces

Kerbs

New fine picked silver grey granite kerbs 300 mm wide are recommended. These will need a 125 mm up stand at bus stops but in all other areas can be detailed with a chamfered edge 50 mm over 200 mm (x degrees) to allow easy access for the mobility impaired and vehicles accessing loading and parking bays.

Side Road Entry Treatments + Footway Crossovers

Every side road junction should benefit from a raised entry treatment to ensure high quality step free access across junctions and maintain pedestrian priority along principal routes

Where vehicles need to cross the footway to access remote parking areas the standard footway slabs need to be changed to withstand vehicle loadings. These should always match the footway as closely as possible.

Accommodating Drop Off + Pick-Up - Loading + Servicing

There is currently no designated station set down and pick up area with the activity occurring informally ,either in the small lay-by/forecourt area directly outside the main station entrance or in Goodmayes Road itself.

The proposal to remove the station lay by means that set down and pick up will still not be formally provided and is likely to happen either directly on Goodmayes Road by the station or further afield in the many side roads off Goodmayes Road with passengers making the final leg of their journey on foot.

An alternative option proposes a modest multi-functional area directly outside the station with limited time or ‘no waiting’ restrictions. This can be agreed in the next stage of design development.

It is not proposed to reduce the current levels of designated loading areas along Goodmayes Road. Under the proposal for reordering the space by the shopping parade on the western side of Goodmayes Road the existing loading is re-provided in the new road side lay by area.

Planting Strategy

The concept is to increase the level of tree planting in the study area generally whilst retaining the best specimens that already exist. Trees have been proposed in a number of locations to try and change the character of Goodmayes, help soften and humanise the often hard streetscape, help delineate and define different vehicle and pedestrian areas and mitigate climate extremes by creating shade and baffling wind. It is recommended that new trees be planted as semi-mature specimens with an approx. 3m clear stem to avoid causing visual obstructions.

The location of new tree planting will need to be subject of further survey work.

Medium-sized field maple tree

Old Street, example of planting strategy.

Seating Strategy

Seating opportunities will be increased to address the current deficiency. Seating should be placed in appropriate places across the public realm to provide resting places (at the very least) for the mobility impaired and the elderly. Additional seating opportunities should also be provided where station-waiting activity is likely to happen and in locations where other social interactions are encouraged (Goodmayes Road South) and outside shops and cafés, space permitting.

Distinctive seating like those shown below can help to reinforce an areas character.

Potential seating type

Potential seating type

Drinking + Bottle Fill Fountains

A drinking fountain with a bottle fill tap is proposed close to the Goodmayes station entrance. The drinking fountain (below) by Santa + Cole is easy to use and can be accessed by wheelchair users and also allows for bottle fill.

Example of drinking fountain

Wayfinding

Wayfinding should be immediately available to customers on exiting the station, as well as to all other users of the public space. The introduction of Legible London is proposed across the study area. The working assumption is that signage will be located at major junctions and outside the new station building, reinforced by finger posts at key intervals to provide orientation and reassurance and will need to coordinate with provision of Legible London signage introduced elsewhere.

More detail of exact provision and locations should the focus of future design development work.

Legible London sign

Traffic Signs + Lines Strategy

These should be kept to the legally enforceable minimum to minimise visual clutter until a proven need for more is demonstrated. The general presumption should be against the installation of any sign and marking which is not required by statute. Additional signs and markings can be added when the scheme is in operation if a proven need arises to convey essential information only.

Signs and markings will need to comply with TfL's guidance and where installed they should be in accordance with the current edition of the Traffic Signs Regulations and General Directions. In addition, the following aspirations should be considered:

- The least number should be used
- The smallest and simplest format should be used
- Signs should be located on buildings, railings walls, existing columns and posts
- Subtle and co-ordinated colours and designs should be used
- Signs should only be illuminated if required by statute
- Backing boards should not be used unless there is a proven need
- Give way signs should not be provided unless there is a proven need
- Supplementary worded road marking should not be used unless there is a proven need
- Hatching of ghost islands should not be used
- Zig-Zag markings should be limited to two unless a proven visibility issue requires more
- Zig-Zag markings should not extend across side roads or into junctions.

Drainage Strategy

Where possible, existing drainage systems should be utilised to discharge surface water runoff from carriageways and footways. The technical feasibility of SUD's systems should be explored in the public spaces where there is sufficient space to combine these with planting. Permeable paving may be considered in on-street parking areas.

On-Street Parking

Wherever feasible, kerb sides have been given over to parking or loading activity. In most instances these have been detailed into footways in parallel or perpendicular arrangements so they can double as usable footway when they are not being used for parking.

Taxis + Private Hire

Due to the significant space constraints at Goodmayes Station no space is available for formal taxi rank facilities. The proposal to remove the station lay by to create a larger forecourt area will mean that the use of the lay by adjacent to the nearby PHV office will no longer be available for informal parking/waiting by PHVs.

In terms of providing space for PHVs one idea discussed with LBR is to consider whether the under utilised Goodmayes Road car park to the south of the station could be used in some way to assist in this regard. One suggestion is that space within the car park be allocated specifically to allow PHVs to wait in and be called forward by the booking office as and when necessary.

Footway Crossovers

Where vehicles need to cross the footway to access remote parking areas the standard footway slabs need to be changed to withstand vehicle loadings. These should always match the footway as closely as possible.

Example of vehicle crossover

Example of vehicle crossover

Example of vehicle crossover

Cycling

Advanced stop lines are proposed on all arms of the Barley Lane junction to assist motorists and cyclists.

Although constrained for space at the station it is proposed to increase cycle parking at Goodmayes Station by the provision of new cycle racks on the western footway directly opposite the station entrance.

There is currently space for a limited number of racks however, additional space could be gained by the relocation or removal of the existing cash machine/ telephone box currently located there. The viability of this proposal would need further exploration with the relevant parties as it may prove to be cost prohibitive.

Cycle stands are also proposed in the new public space adjacent to the parade of shops on the western side of Goodmayes Road between Ashgrove Road and Kildowan Road. The exact quantity has not be established but can be decided in the next stage of design development as a more accurate picture emerges of what can be achieved based on potential demand and space constraints

Precedent image of Sheffield bicycle stands.

Ealing Broadway cycle hub, precedent for improvements to cycle parking at Goodmayes.

Ealing Broadway cycle hub

Lighting Strategy

Lighting is an important consideration in the design of the urban realm at Goodmayes and offers a great opportunity to upgrade the quality of the street lighting and change the character and ambience of the different areas within the overall study area. For example the existing station building could be imaginatively but sensitively illuminated highlighting its key features - the classical façade and its dramatic roof - enhancing its status as a local landmark and improving its visibility on the approaches from the north and south.

Street lighting can improve road safety, reduce anti-social behaviour and discourage crime and vandalism, make people feel secure and encouraging more walking and cycling. Lighting will be important to turning these spaces into positive well-used routes and public spaces. A low energy LED system is recommended. In addition, spot lights to illuminate feature trees could be incorporated into the area to add drama and excitement.

As the UIS work is only up to Stage C the design of street lighting has not been dealt with in any great detail however, some general principles should be adhered too.

- Lighting should be planned as an integral part of the street design and public space layout, including any planting
- Lighting proposals should be appropriate to the prevailing context
- The height of street lighting units should be appropriate to the scale of the street
- Lighting should illuminate the footway and carriageway
- The location of columns should be considered carefully so as not to impinge on usable footway space
- Consideration should be given to attaching lighting units to buildings to reduce street clutter and obstructions on the highway

West Hampstead Station - example of treatment of railway embankment wall

Promenade lighting at Old Street - example of artistic lighting of public realm.

North Clybourn, Chicago - illuminated at night to create a local landmark

Goodmayes Station

Option 1

1. Create enlarged station forecourt and arrival space that responds to all users by removing lay-by/parking area

2. Relocate disabled parking to Goodmayes Avenue

3. Extend forecourt footway surface treatment (granite) across raised carriageway area to create station arrival space and resurface in robust natural stone material.

4. Define immediate station threshold area with darker smaller module material.

5.Relocate zebra crossing further north with potential to widen to help increase capacity during peak periods.

6. New ‘Legible London’ monolith and integrated station totem sign to provide local area way-finding information and improve station visibility from both north and south

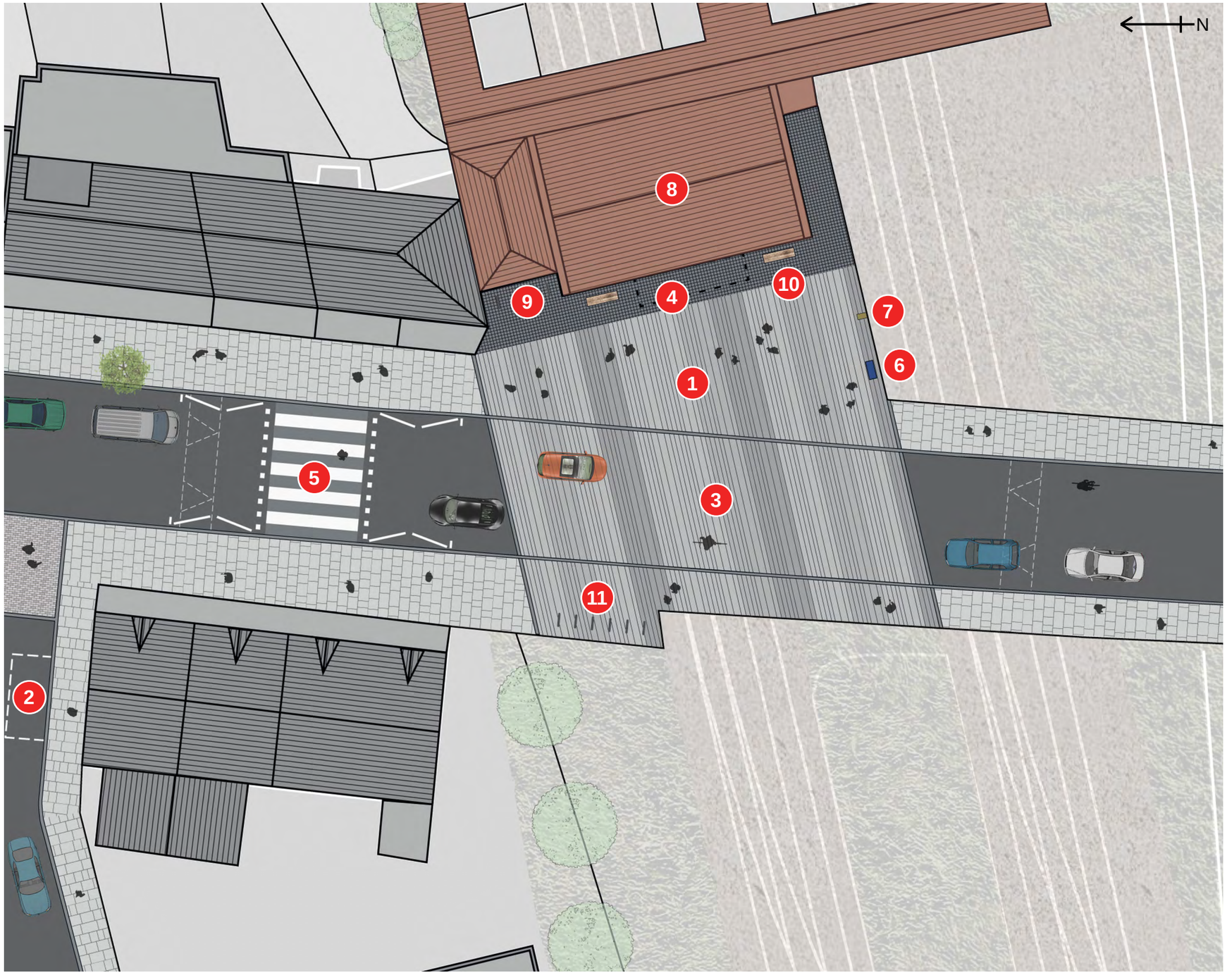
7. Water bottle refill/drinking fountain.

8. Refresh and de-clutter station building and sensitively illuminate building at night.

9. Remove/relocate station refuse bins from station forecourt.

10. New station seating

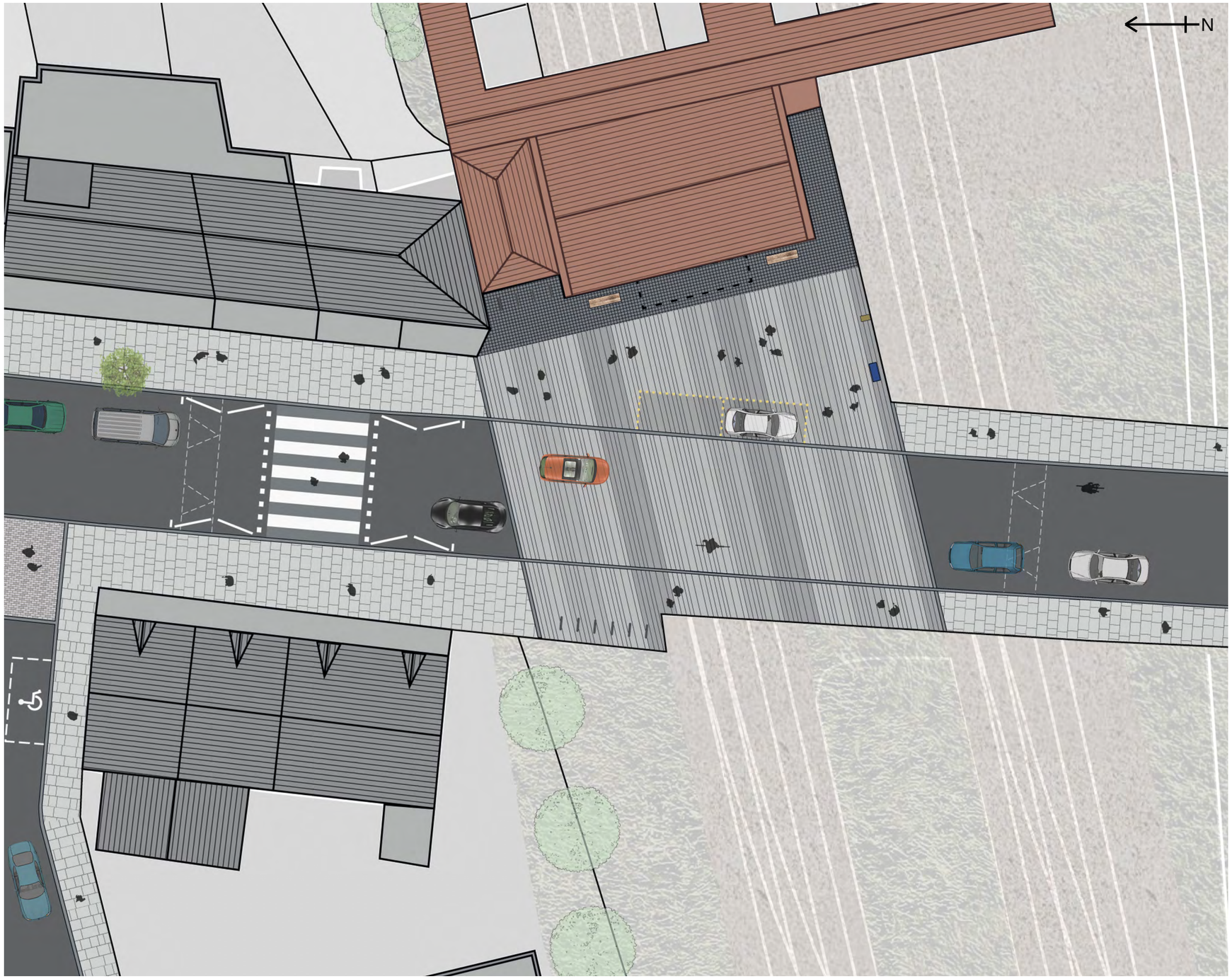
11. Increase cycle parking provision



Option 2

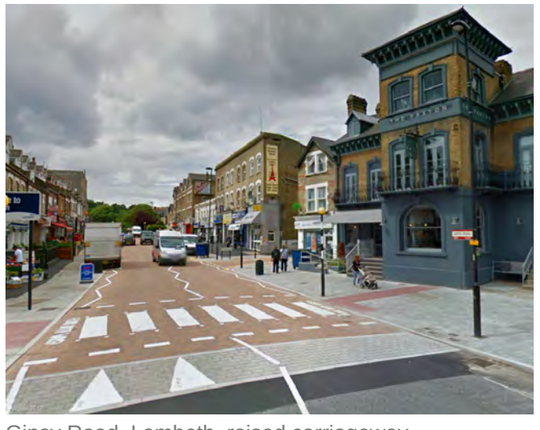
Option 2 is a variant of Option 1 however, a multi use set down and pick up facility has been included that would allow vehicles to pull in off the main highway area to let this activity happen without impacting on traffic flows through this section of Goodmayes Road.

It is suggested that this could either be a drop off only facility with ‘no waiting’ clearly marked or with a limited time restriction (5-10mins max stay).



Example of raised carriageway

Example of potential forecourt paving treatment.



Gipsy Road, Lambeth, raised carriageway

The Cut, Southwark, raised carriageway

Goodmayes Station existing forecourt

Goodmayes Station proposed forecourt (option 1)

Goodmayes Road (South)

1. Relocate/rationalise short-stay car parking and loading area and re-provide in kerb side parking and loading area.

2. Create of a new landscaped public space between Ashgrove Rd and Kildowan Rd with new seating, cycle parking, lighting and tree planning planting.

3. Encourage spill out of ground floor uses from adjacent shopping parade

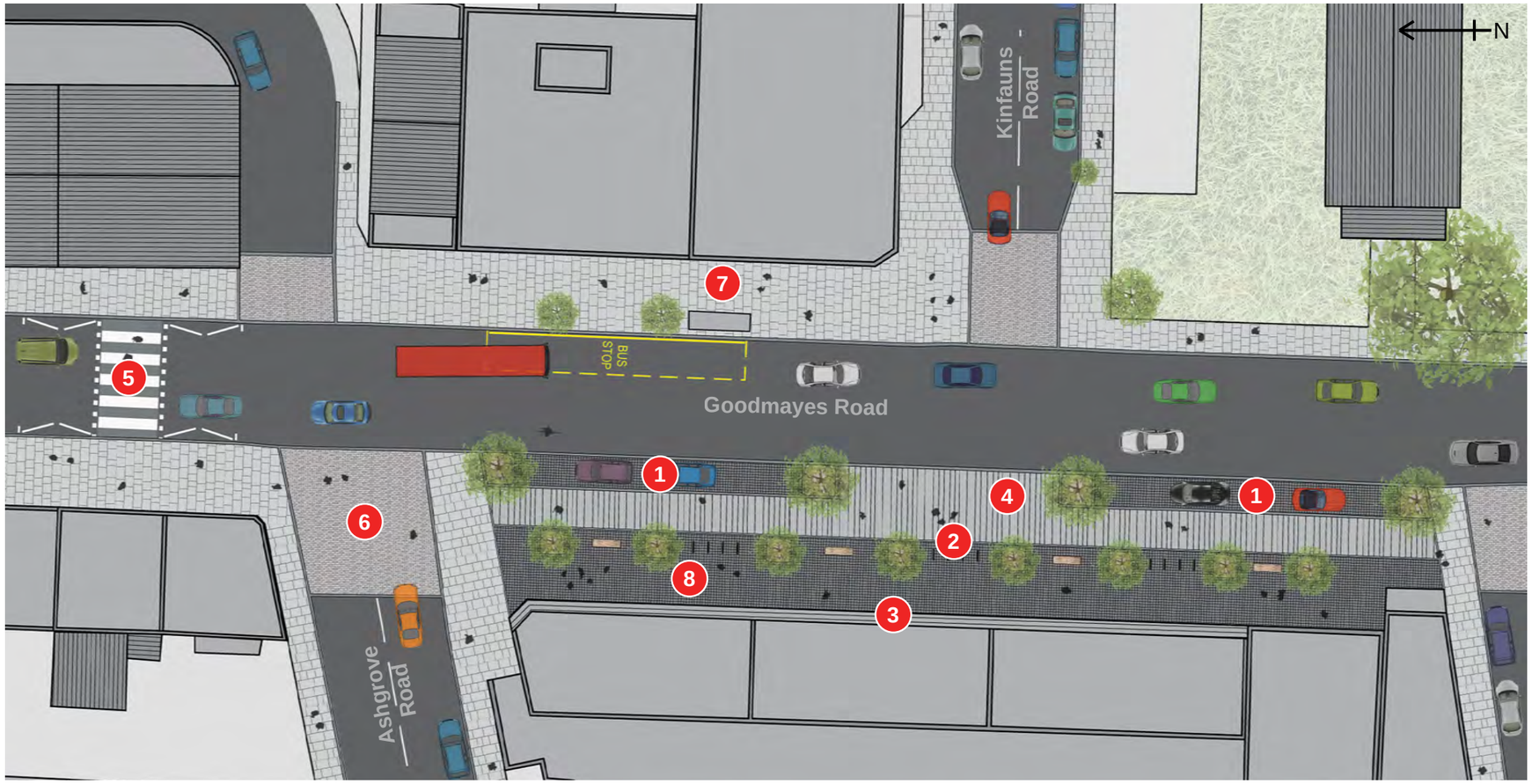
4. Repave surrounding footway and forecourt areas to provide a consistent footway treatment.

5. New crossing point to improve crossing opportunities across Goodmayes Road

6. Side entry/Junction treatments along Goodmayes Road that respond better to pedestrian desire lines to improve pedestrian priority

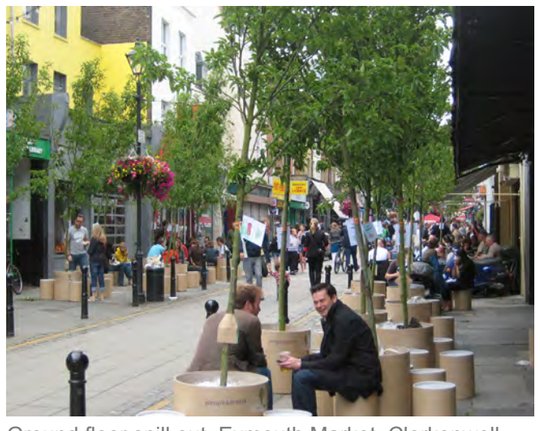
7. De-clutter and rationalisation of unnecessary street furniture where necessary along Goodmayes Road

8. Increase tree planting along Goodmayes Road to soften the street and provide much needed character




Granite Setts for kerb side parking, Belfast City Centre


Example of increased tree planting Whitecross Street.


Ground floor spill out, Exmouth Market, Clerkenwell

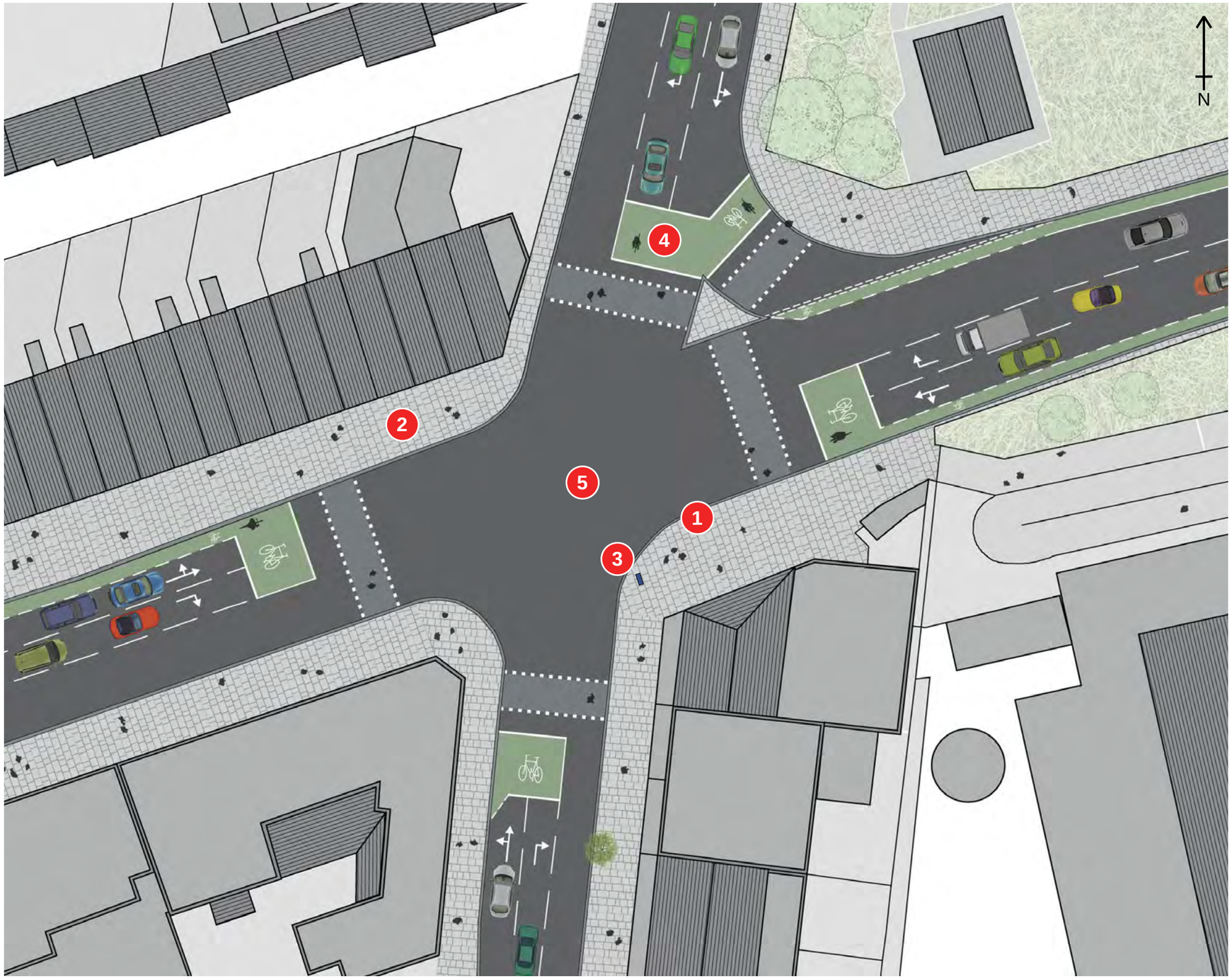

Market Square, Portsmouth New Hampshire

Barley Lane Junction

The following options for the Barley Lane - High Road - Goodmayes Road junction have not been tested in terms of traffic modelling and will require more detailed study to assess their feasibilty in traffic capacity terms, particularly option 2.

Option 1

1. Remove guard railing around junction and on junction approaches
2. Resurface all surrounding footways
3. New ‘Legible London’ monolith and station information to provide local area way-finding information.
4. Provide advanced stop lines on junction approaches where feasible.
5. Ensure signal timings are such during peak hours that improve pedestrian crossing provision



Option 2

1. Remove guard railing around junction and on junction approaches

2. Remove filter lane on north-east corner of Barley Lane junction and extend footway area on north east corner to create a paved forecourt and entrance to park.

3. Reduce crossing distance on eastern arm of junction.

4. Improve footway widths on north-east corner footway

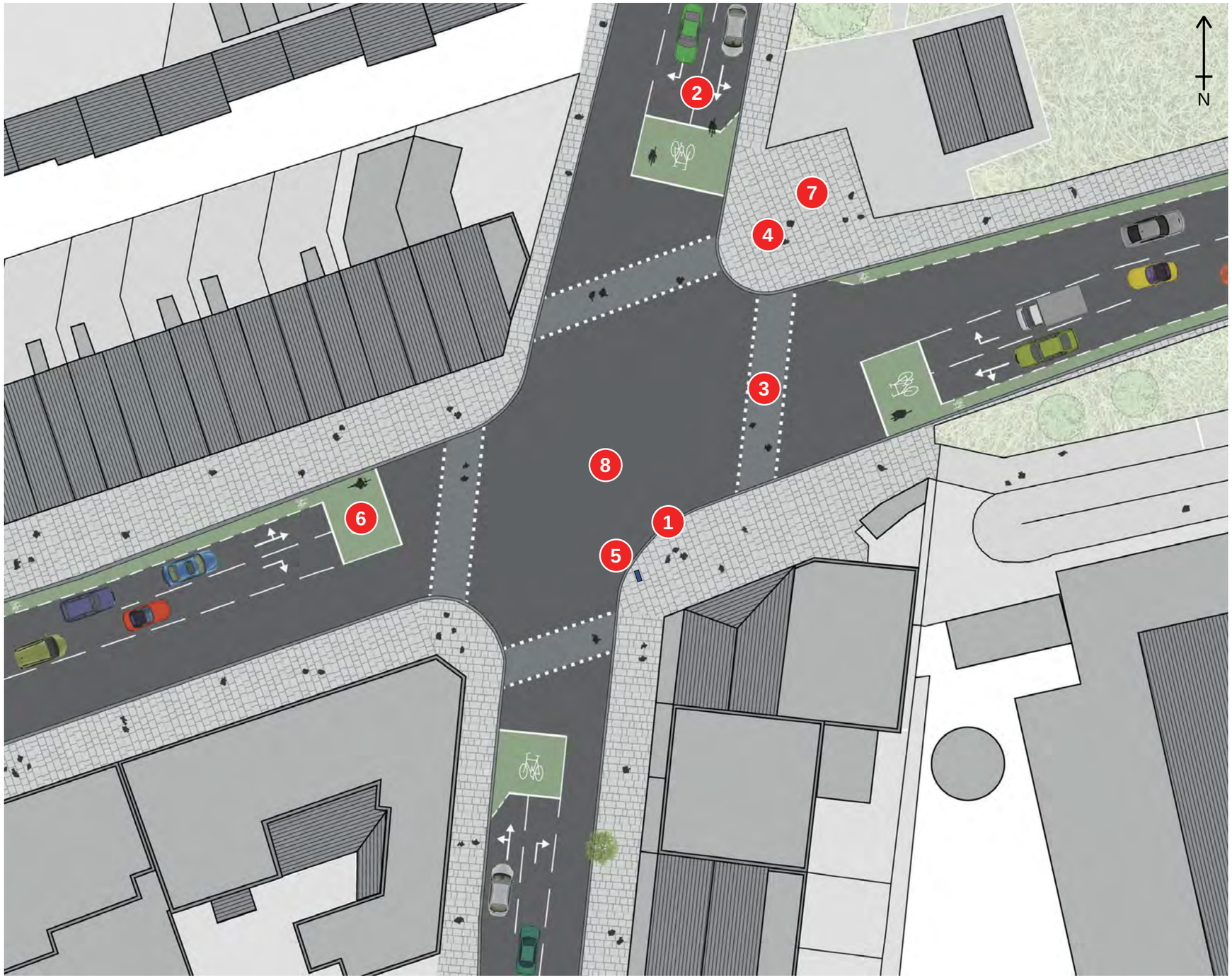
5. New ‘Legible London’ monolith and station information to provide local area way-finding information.

6. Provide advanced stop lines on junction approaches where feasible.

7. Water bottle refill/drinking fountain at the new enlarged entrance to the park.

8. Ensure that signal timings are such during peak hours that improve pedestrian crossing provision.

Look at proposals for the boundary treatment and entrance to the recreation ground – particularly along the High Road and Barley Lane. Either remove fence altogether or replaced with a higher quality fence designed by an artist or landscape architect.



View form Barley Lane towards Barley Lane Recreation Ground.

Option for improved park entrance, Potter’s Field Park

Burgess Park Entrance, London

Option for improved park entrance, Burgess Park

7

IMPLEMENTATION & COSTS

Cost & Implementation

The proposals laid out in this report cover a range of public realm interventions and improvements across the study area. The following costing exercise provides indicative costs of the works that will be undertaken. As the proposals have only been developed up to RIBA Stage C further comprehensive costings will have to be undertaken as the project progresses.

The high-level cost estimates use recent urban realm schemes as precedents, to calculate an as built cost based upon a cost per square metre basis. The precedent schemes have selected to closely match the proposed work that will be undertaken within the study area.

For pedestrianised areas, such as the station forecourt, the following precedents were adopted. Both precedents use high quality footway materials. For calculations the precedents' average cost of £379.50 was utilised.

General Gordon Square, Woolwich
£394 per square metre.

Venn Street, Clapham
£365 per square metre.

For standard street layout areas the following precedents have been adopted. The examples use medium to high quality footway materials and asphalt carriageways. For calculations the precedents' average cost of £359 was utilised. Where only footways are being improved a cost of £253 has been applied.

Station Road, Harrow
£465 per square metre.

Camden High Street
£253 per square metre.

Accumulative Estimate Cost

To undertake a core scheme of improvements (including the station forecourt, wayfinding, anew crossing on Goodmayes Road and improvments to footways) the estimated cost is £1.41m. The core areas are highlighted in red on the plan below.

Improvements for the wider scheme (including option 1 for the High Road Junction) have been estimated at £1.68m. This figure raises to £2.3m if the improved High Road Junction option 2 is included. The wider areas of improvement are highlighted in blue on the plan below.

Core Area

Station Forecourt
Creation of high quality station forecourt and raised carriageway -£0.38m

Goodmayes Road Crossing
Creation of new pedestrian crossing to the south of the station on Goodmayes Road - £0.04m

Legible London
Wayfinding to be implemented across scheme - £0.05m

Goodmayes Road (South)
Removal of parking lay-by to increase pedestrian footway - £0.23m

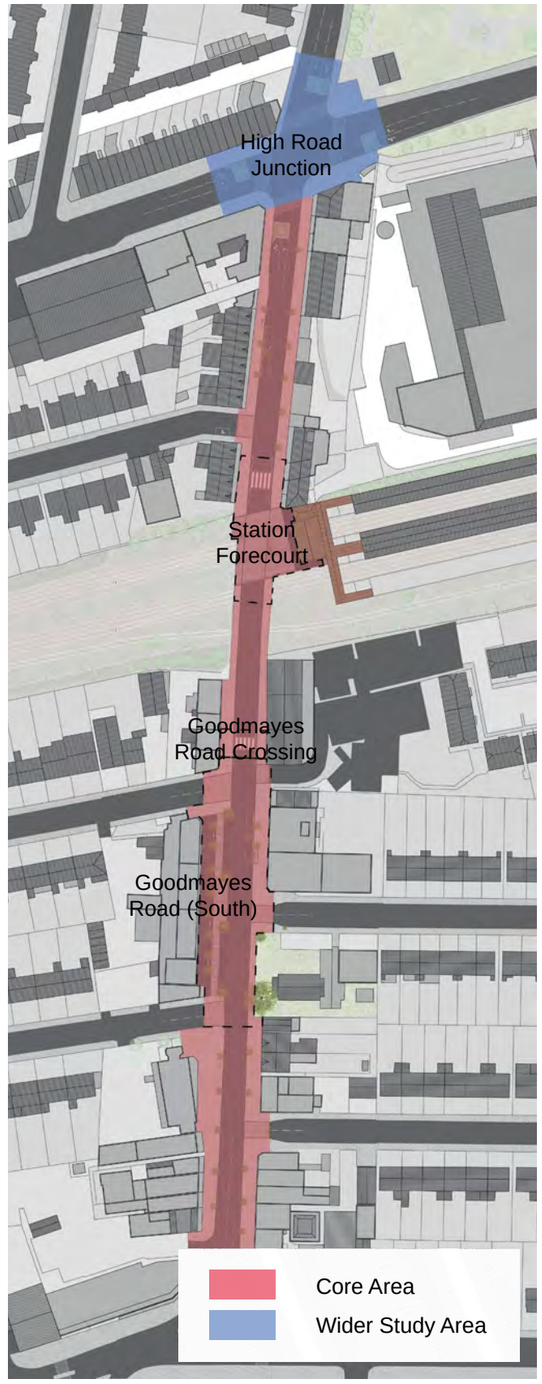
Goodmayes Road (Footways)
General footway improvements, increased planting and de-cluttering - £0.71m

Wider Scheme

High Road Junction (Option 1)
General footway improvements and de-cluttering - £0.27m

or

High Road Junction (Option 2)
Realignment of Barley Lane left turn onto High Road. Rationalised pedestrian crossings and ASLs. Improved parked entrance, general footway improvements - £0.93m



CDM

As part of the design process for Goodmayes Crossrail has followed its Construction Design Management (CDM) procedure.

Hyder Consulting have been appointed as the external CDM Co-ordinator for this design study and in co-operation with Crossrail they have produced the required CDM documentation. In particular, two final output documents have been issued, the Risk register and the Pre-Construction Information Pack.

Risk Register

This includes mainly CDM risks, relating to the construction of the proposed improvements. Design risks have also been highlighted. A copy of the risk register can be found in the Appendix.

Pre-Construction Information Pack

The Pre-Construction Information document includes all the CDM related information collated during the course of the study and it has been issued separately. This information will be handed over to the local authority responsible for the detail design and implementation of the proposals. The local authority will be responsible for managing CDM at the next stage of design

CONCLUSIONS

Summary

The study proposes a number of urban realm interventions that will not only help invigorate Goodmayes immediate station environs but also promotes improvements across a wider area.

The proposals have been prepared to RIBA Stage C standard. The individual interventions can be separated into two main categories; those located in the core station environs and those that improve the wider study area. This separation should not be seen as downgrading the significance of schemes in the wider area. Whilst elements of the scheme have been designed to work robustly upon partial implementation, the greatest value of the scheme will be obtained with its complete enactment.

Core Scheme Proposals

The following proposals are directly linked to the immediate station environs.

Station Forecourt

The area directly outside the station will be the main gateway into Goodmayes for an increasing number of people, and will need to reflect the welcome that the local area seeks to offer. The proposals will help to establish a sense of place for the station, helping to locate it within the local centre and overcome its lack of visibility. Two options have been developed for the forecourt area.

The key proposal is to rearrange the existing station forecourt layout to create an enlarged and more pedestrian orientated forecourt and arrival space to help accommodate the anticipated increase in passengers with the arrival of Crossrail. The proposal involves extending the forecourt footway area across Goodmayes Road as a raised carriageway to create a station arrival space using a robust natural stone material such as granite.

New Legible London and station totem signage will provide local area way-finding information and improve station visibility from both north and south. New station seating and cycle parking is also proposed.

Option 2 is a variant of Option 1 however, a multi-use set down and pick up facility has been included that would allow vehicles to pull in off the main highway area to let this activity happen without impacting on traffic flows through this section of Goodmayes Road. It is suggested that this could either be a drop off only facility with ‘no waiting’ clearly marked or with a limited time restriction (5-10mins max stay).

To the south of the station a new pedestrian crossing is proposed to help address the recognised lack of crossing opportunities along Goodmayes Road which is particular poor during the peak hours.

Wider Scheme Proposals

Goodmayes Road

For the wider Goodmayes Road area running north and south of the railway station, a package of light touch streetscape improvements are proposed aimed at enhancing the quality and legibility of the route..
To improve the look and feel of the main pedestrian footways LBR are encouraged to work with shop owners and occupiers to agree an upgrade programme for the shop forecourt areas to ensure a consistent footway treatment along Goodmayes Road as many are in a poor state of repair.

Side road entry/junction treatments are proposed along Goodmayes Road that respond better to pedestrian desire lines and improve pedestrian priority. Tree planting along Goodmayes Road should be increased to help green and soften the streetscape and add much needed character.

To improve public space provision along Goodmayes Road it is proposed to create a new public space adjacent to the local shopping parade between Ashgrove Road and Kildowan Road with new seating, cycle parking, lighting and tree planning.

Goodmayes Road and Barley Lane Junction

To the north of the station, two options have been proposed to improve pedestrian and cycle movement through the Barley Lane junction. The first option is relatively light touch and focuses on ‘easy wins’ such as de-cluttering the excessive guard railing on junction approaches, installing way-finding signage in the right locations and providing ASLs where feasible. The more ambitious proposals involve modifications to the junction layout that prioritises pedestrian movement and improves access to Barley Lane Recreational Ground.

Next Steps

Once the proposals set out in this design report have been agreed and signed off by the various stakeholders it is recommended that they should form the template for future improvements in the Goodmayes area, however and whenever they can be implemented. Future streetscape improvements, development discussions or similar should be delivered in the context of these proposals. Put another way, works to improve the area should not be implemented that conflict with the proposals in this report.

The period between the completion of this report, and the introduction of the Crossrail services should be utilised to seek funds towards the delivery of the proposed urban realm improvements. It is estimated that the overall cost of the main masterplan scheme range from approximately £1.7m to £2.3m depending on which proposal for the junction is pursued. The core scheme should be prioritised for the opening of Crossrail and has an estimated cost of approximately £0.5m.

Network Rail and Crossrail do not have funds set aside to deliver urban realm works at Goodmayes. At the time of writing, no specific funds have been identified as dedicated to the implementation of the urban realm proposals at Goodmayes. However, transport Assessments carried out by Network Rail for Crossrail may also generate a financial contribution for mitigation of any significant impacts identified.

Transport for London has announced £28.5m of funding to help with the delivery of urban realm improvements outside Crossrail stations across the whole of London. This is known as the Crossrail Complementary Measures Fund (CCM) and we anticipate that the core scheme improvements as set out in this report will become the focus of a Redbridge led bid to the CCM funding stream.

We’re aware that the area may potentially be subject to development proposals in future years that may have associated developer contributions in the form of S106 or CIL. It is hoped that monies from those developments might be brought to bear. The Local Authority may also choose to make this study a matter of material interest for future planning applications in the vicinity, allowing them to utilise S106 funding for the delivery of the proposals.

It is envisaged that a number of funding sources will

be required to deliver the entire set of improvements described in this report. All parties should work collaboratively to identify additional funding sources to deliver the remainder of the improvements.

Should sufficient funding be secured the entire set of proposals can be delivered. If funding is limited, decisions will need to be made regarding prioritisation, focusing initially on the public transport interchange at the front entrance of the station. These issues should be the focus of ongoing discussion between all the relevant parties, as part of a wider implementation strategy in the future.

APPENDIX

Costings

Intervention	Sub-intervention	£ per m²	Area	Cost
1 - Station Forecourt*	Total	£379.50	1009	£382,916
2 - Additional Core Area Footways	Total	£253.00	2799	£708,147
3 - Goodmayes Road Crossing*	Total	£359.00	103	£36,977
4 - Goodmayes Road (South)	Total	£379.50	602	£228,459
5 - High Road Junction				
a/ Do Little	Total	£253.00	1069	£270,457
b/ Improved *	Total	£359.00	2579	£925,861
6 - Legible London / Wayfinding	Total	Nominal		£50,000
Core Scheme	Interventions 1,2, 3, 4 & 6			£1,406,499
Wider Improvements				
with - a/ Junction Do Little	Interventions 5a			£270,457
with - b/ Junction Improved	Inverventions 5b			£925,861
Total				
with - a/ Junction Do Little				£1,676,956
with - b/ Junction Improved				£2,332,360

Costs Key

Type 1	Pedestrian Areas	£379.50
Type 2	Standard Road Layout	£359
Type	Footway	£253

* Includes carriage way

Costing table for Goodmayes Station urban realm improvements

Accident Report

Accident Report

Date: 08 SEP 2014 15:44 Interpreted Listing

Page: 1 of 1 (summary)

Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

Summary of Accidents Selected

Site Reference and Description (zero accident counts shown in bold)	Date Period	Accidents
LP001 GIS AREA Goodmayes Road area (P)	36 MTS TO APR-2014	22

The description of how the accident occurred and the contributory factors are the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

1 0111JI40430 TUE 28/06/11 09:15 LIGHT HIGH ROAD J/W GOODMAYES ROAD 14 NODE 32 546390 / 187430

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

SOLO WAS OVERTAKING V2 WHEN V2 SUDDENLY TURNED TO U-TURN COLLIDING WITH SOLO

CASUALTY 001 (001) (27 Yrs - M RM12) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) M/C 125-500CC (27 Yrs - M RM12) GOING AHEAD OTHER NE TO SW JCT APP
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (001) CAR (57 Yrs - M CM16) U-TURNING NE TO NE JCT APP
BT - NEGATIVE O/S HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)
V002 A 403 (POOR TURN OR MANOEUVRE)

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2 0111JI40508 TUE 02/08/11 16:20 LIGHT HIGH ROAD J/W BARLEY LANE 14 NODE 32 546370 / 187420

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 RODE OFF PAVEMEMENT TO COLLIDE WITH N/S OF V2 NORTH-BOUND

CASUALTY 001 (002) (23 Yrs - M IG1) SLIGHT DRIVER/RIDER

VEHICLE 001 (002) GDS =< 3.5T (27 Yrs - M AL10) GOING AHEAD OTHER S TO N JNY PART OF WORK JCT MID
BT - NOT REQUESTED N/S HIT FIRST

VEHICLE 002 (001) PEDAL CYCLE (23 Yrs - M IG1) GOING AHEAD OTHER W TO E JCT MID
BT - NOT APPLICABLE FRONT HIT FIRST
FOOTWAY

V002 A 310 (CYCLIST ENTERING ROAD FROM PAVEMENT) V002 A 405 (FAILED TO LOOK PROPERLY)

Accident Report

Date: 08 SEP 2014 15:44 Interpreted Listing

Page: 2 of 10

Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

3 0111JI40656 SUN 16/10/11 20:35 DARK GOODMAYES ROAD J/W HIGH ROAD 14 NODE 32 546370 / 187410

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 NORTH-BD WAS SHUNTED BY V2

CASUALTY	001	(001)	(33 Yrs - F RM6)	SLIGHT	DRIVER/RIDER			
CASUALTY	002	(001)	(10 Yrs - F RM6)	SLIGHT	PASSENGER	FRONT SEAT		
VEHICLE	001	(002)	CAR (33 Yrs - F RM6) BT - NOT REQUESTED		GOING AHEAD HELD UP	S TO N BACK HIT FIRST	COMM TO/FROM WORK	JCT MID
VEHICLE	002	(001)	CAR (24 Yrs - M RM17) BT - NOT REQUESTED		GOING AHEAD OTHER	S TO N FRONT HIT FIRST	COMM TO/FROM WORK	JCT MID

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

4 0112JI40002 SAT 14/01/12 08:20 LIGHT HIGH ROAD J/W BARLEY LANE 14 NODE 32 546360 / 187420

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

F.T.S V2 WENT INTO THE BACK OF V1

CASUALTY	001	(001)	(61 Yrs - M E17)	SLIGHT	DRIVER/RIDER			
VEHICLE	001	(000)	CAR (61 Yrs - M E17) BT - DRV NOT CONTACTED		GOING AHEAD OTHER	W TO E BACK HIT FIRST	COMM TO/FROM WORK	JCT APP
VEHICLE	002	(000)	CAR (? Yrs - M) BT - DRV NOT CONTACTED		GOING AHEAD OTHER	W TO E FRONT HIT FIRST		JCT APP

V002 A 601 (AGGRESSIVE DRIVING) V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

PALPHREYMANL LAAU - Accident Analysis System RACCM28INTL

Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

5 0112JI40056 SAT 04/02/12 21:05 DARK HIGH ROAD J/W BARLEY LANE 14 NODE 32 546370 / 187430

POLICE - AT SCENE ROAD-DRY WEATHER-FINE DUAL CWY CROSSROADS GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 ON EMERGENCY CALL INTENDED AHEAD AGAINST RED ATS. V1 ON GREEN ATS COLLIDED WITH V1

CASUALTY	001 (001)	(35 Yrs - M IG3)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(35 Yrs - M IG3)	GOING AHEAD OTHER	N TO S FRONT HIT FIRST	JCT MID	
VEHICLE	002 (001)	OTH MOT VEH BT - NEGATIVE	(43 Yrs - M SS9)	GOING AHEAD OTHER	SW TO NE JNY PART OF WORK O/S HIT FIRST	JCT MID	

V001 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

6 0112JI40235 MON 07/05/12 15:00 LIGHT HIGH ROAD J/W GOODMAYES ROAD 14 NODE 32 546380 / 187420

POLICE - OVER COU ROAD-WET RAINING SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2,V1 SE-BD; V2 OVERTOOK V1 [BIKE] CUT IN FRONT OF HIM, COLLIDED

CASUALTY	001 (001)	(57 Yrs - M RM4)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	PEDAL CYCLE BT - NOT APPLICABLE	(57 Yrs - M RM4)	GOING AHEAD OTHER	NE TO SW O/S HIT FIRST	JCT MID	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - F IG3)	TURNING LEFT	E TO SW FRONT HIT FIRST	JCT MID	

V002 B 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)
V002 B 407 (PASSING TOO CLOSE TO CYCLIST, HORSE RIDER OR PEDESTRIAN)
V002 B 602 (CARELESS/RECKLESS/IN A HURRY)

Accident Report

Date: 08 SEP 2014 15:44 Interpreted Listing

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Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

7 0112JI40246 SAT 26/05/12 14:08 LIGHT HIGH ROAD J/W BARLEY LANE 14 NODE 32 546380 / 187430

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1,V2 NE-BD INTENDED RIGHT TURN. V1 STOPPED MID-JUNCTION AND V2 SHUNTED HIM

CASUALTY	001 (001)	(37 Yrs - F RM6)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEGATIVE	(37 Yrs - F RM6)	TURNING RIGHT	W TO S BACK HIT FIRST	JCT MID	
VEHICLE	002 (001)	CAR BT - NEGATIVE	(22 Yrs - M RM11)	TURNING RIGHT	W TO S FRONT HIT FIRST	JCT MID	

V002 B 509 (DISTRACTION IN VEHICLE) V002 B 408 (SUDDEN BRAKING)

---

8 0112JI40314 MON 25/06/12 14:30 LIGHT HIGH ROAD [A118] J/W BARLEY LANE [B177] 14 NODE 32 546390 / 187440

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 SW-BD WAITING AT ATS WAS SHUNTED BY V2

CASUALTY	001 (001)	(34 Yrs - F UNKN)	SLIGHT	PASSENGER	FRONT SEAT		
CASUALTY	002 (001)	(29 Yrs - F IG3)	SLIGHT	PASSENGER	BACK SEAT		
VEHICLE	001 (002)	CAR BT - NOT REQUESTED	(38 Yrs - M IG3)	GOING AHEAD HELD UP	NE TO SW BACK HIT FIRST	JCT MID	
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - M UNKN)	GOING AHEAD OTHER	NE TO SW FRONT HIT FIRST	JCT MID	

V002 B 308 (FOLLOWING TOO CLOSE) V002 B 405 (FAILED TO LOOK PROPERLY)

PALPHREYMANL LAAU - Accident Analysis System RACCM28INTL

Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

9 0112JI40461 THU 23/08/12 13:30 LIGHT HIGH ROAD J/W GOODMAYES ROAD 14 NODE 32 546380 / 187420

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V1 TURNED LEFT ACROSS THE PATH OF V2 CAUSING COLLISION.

CASUALTY 001 (002) (18 Yrs - M IG3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	TURNING LEFT	E TO S N/S HIT FIRST	JCT MID
VEHICLE	002 (001)	PEDAL CYCLE BT - NOT APPLICABLE	(18 Yrs - M IG3)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST	JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 404 (FAILED TO SIGNAL/ MISLEADING SIGNAL)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

---

10 0112JI40523 THU 27/09/12 01:00 DARK NFL BATLEY LANE 45M N J.W HIGH ROAD 14 LINK 32-54 546380 / 187470

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M PEDN PHASE AT ATS

V2 COLLIDED WITH REAR OF SLOWING V1

CASUALTY 001 (001) (21 Yrs - M IG3) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - NEGATIVE	(21 Yrs - M IG3)	GOING AHEAD OTHER	S TO N BACK HIT FIRST
VEHICLE	002 (001)	CAR BT - NOT REQUESTED	(? Yrs - U UNKN)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 307 (TRAVELLING TOO FAST FOR CONDITIONS)

Accident Report

Date: 08 SEP 2014 15:44 Interpreted Listing

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Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

11 0112JI40635 WED 14/11/12 17:10 DARK HIGH ROAD J/W GOODMAYES ROAD 14 NODE 32 546360 / 187420

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 HIT REAR V1 CAUSING V1 TO HIT V3

CASUALTY	001 (001)	(62 Yrs - F IG2)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEGATIVE	(62 Yrs - F IG2)	GOING AHEAD HELD UP	NE TO SW BACK HIT FIRST		JCT CLEARED
VEHICLE	002 (001)	CAR BT - NEGATIVE	(38 Yrs - M IG3)	SLOWING OR STOPPING	NE TO SW FRONT HIT FIRST		JCT CLEARED
VEHICLE	003 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - U UNKN)	GOING AHEAD HELD UP	NE TO SW BACK HIT FIRST		JCT CLEARED

V002 A 405 (FAILED TO LOOK PROPERLY) V002 B 307 (TRAVELLING TOO FAST FOR CONDITIONS)

V002 B 308 (FOLLOWING TOO CLOSE)

12 0112JI40658 TUE 27/11/12 07:19 LIGHT GOODMAYES ROAD J/W GOODMAYES AVENUE 14 LINK 14-32 546370 / 187340

POLICE - AT SCENE ROAD-WET RAINING SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA

THE PED CROSSED THE ROAD AND GOT HIT BY V1

CASUALTY	001 (001)	(41 Yrs - F RM5)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	UNKNOWN	
VEHICLE	001 (000)	TAXI BT - NOT REQUESTED	(55 Yrs - M IG1)	TURNING RIGHT	N TO W FRONT HIT FIRST	JNY PART OF WORK	JCT MID

C001 A 802 (FAILED TO LOOK PROPERLY) C001 A 808 (CARELESS/RECKLESS/IN A HURRY)

PALPHREYMANL LAAU - Accident Analysis System RACCM28INTL

Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

13 0112JI40717 THU 27/12/12 18:08 DARK HIGH ROAD J/W BARLEY LANE 14 NODE 32 546360 / 187420
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS
F.T.S V2 HIT V1 HEAD ON

CASUALTY	001 (001)	(45 Yrs - F RM9)	SLIGHT	PASSENGER	FRONT SEAT		
VEHICLE	001 (000)	CAR BT - NEGATIVE	(48 Yrs - M RM9)	GOING AHEAD OTHER	E TO W FRONT HIT FIRST	JNY PART OF WORK	JCT CLEARED
VEHICLE	002 (000)	CAR BT - DRV NOT CONTACTED	(? Yrs - U)	GOING AHEAD OTHER	W TO E FRONT HIT FIRST		JCT APP

V002 A 901 (STOLEN VEHICLE)

---

14 0113JI40164 SAT 13/04/13 22:35 DARK GOODMAYES ROAD J/W GOODMAYES AVENUE 14 LINK 14-32 546373 / 187341
POLICE - AT SCENE ROAD-WET WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
PED CAS ROAD ON ZEBRA CROSSING

CASUALTY	001 (001)	(? Yrs - M RM9)	SLIGHT	PEDESTRIAN	CROSSING ROAD ON PED XING	E BOUND	FROM DRIVERS O/SIDE
VEHICLE	001 (000)	CAR BT - DRV NOT CONTACTED	(? Yrs - U 1)	GOING AHEAD OTHER	N TO S FRONT HIT FIRST		JCT MID

V001 A 302 (DISOBEYED GIVE WAY OR STOP SIGN OR MARKINGS)
V001 A 304 (DISOBEYED PEDESTRIAN CROSSING FACILITY)
V001 A 306 (EXCEEDING SPEED LIMIT)
V001 A 602 (CARELESS/RECKLESS/IN A HURRY)
V001 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED)

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15 0113JI40249 MON 27/05/13 22:05 DARK GOODMAYES ROAD J/W GOODMAYES AVENUE 14 LINK 14-32 546370 / 187350
POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT ZEBRA
THE PED STEPPED OUT INTO V1'S PATH

CASUALTY	001 (001)	(24 Yrs - M E7)	SLIGHT	PEDESTRIAN	CROSSING ROAD WITHIN 50M XING	W BOUND	FROM DRIVERS N/SIDE
VEHICLE	001 (000)	CAR BT - NOT REQUESTED	(18 Yrs - F RM8)	GOING AHEAD OTHER	N TO S FRONT HIT FIRST		JCT APP

C001 A 802 (FAILED TO LOOK PROPERLY)

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Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

16 0113JI40332 THU 27/06/13 13:52 LIGHT BARLEY LANE 37M N OF HIGH ROAD 14 LINK 32-54 546380 / 187470

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY NO JUN IN 20M NO XING FACILITY IN 50M

THE PED STEPPED OUT INTO V1'S PATH

CASUALTY 001 (001) (53 Yrs - F LE5) SLIGHT PEDESTRIAN CROSSING ROAD (NOT ON XING) W BOUND FROM DRIVERS N/SIDE MSK

VEHICLE 001 (000) CAR (64 Yrs - M IG3) OVERTAKE STAT VEH O/S N TO S JNY PART OF WORK
BT - NEGATIVE N/S HIT FIRST

C001 A 801 (CROSSED ROAD MASKED BY STATIONARY OR PARKED VEHICLE) C001 A 802 (FAILED TO LOOK PROPERLY)

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17 0113JI40507 TUE 27/08/13 10:06 LIGHT HIGH ROAD J/W GOODMAYES ROAD 14 NODE 32 546370 / 187430

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V2 TURNED RIGHT BUT FAILED TO SEE ONCOMING V1

CASUALTY 001 (001) (62 Yrs - F RM7) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (62 Yrs - F RM7) GOING AHEAD OTHER NE TO SW JCT MID
BT - NEGATIVE FRONT HIT FIRST

VEHICLE 002 (000) CAR (24 Yrs - M IG1) TURNING RIGHT SW TO S JCT MID
BT - NEGATIVE FRONT HIT FIRST

V002 A 406 (FAILED TO JUDGE OTHER PERSON'S PATH OR SPEED) V002 A 403 (POOR TURN OR MANOEUVRE)

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18 0113JI40525 WED 11/09/13 19:13 LIGHT ASHGROVE ROAD J/W GOODMAYES ROAD 14 LINK 14-32 546350 / 187210

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

F.T.S V2 WENT INTO THE BACK OF V1

CASUALTY 001 (001) (56 Yrs - F CM13) SLIGHT DRIVER/RIDER

VEHICLE 001 (000) CAR (56 Yrs - F CM13) SLOWING OR STOPPING W TO E JCT APP
BT - DRV NOT CONTACTED BACK HIT FIRST

VEHICLE 002 (000) CAR (? Yrs - F) GOING AHEAD OTHER W TO E JCT APP
BT - DRV NOT CONTACTED FRONT HIT FIRST

V002 A 405 (FAILED TO LOOK PROPERLY) V002 A 308 (FOLLOWING TOO CLOSE)

V002 A 602 (CARELESS/RECKLESS/IN A HURRY)

PALPHREYMANL LAAU - Accident Analysis System RACCM28INTL

Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) — 36 MTS TO APR-2014 SORTED BY DATE

19 0113JI40619 SUN 13/10/13 10:30 LIGHT NFL GOODMAYES RD J/W ASHGROVE RD 14 LINK 14-32 546360 / 187200

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V1 MOVED OFF AND GOT HIT BY V2

CASUALTY	001 (001)	(52 Yrs - M IG3)	SLIGHT	DRIVER/RIDER			
VEHICLE	001 (002)	CAR BT - NEGATIVE	(52 Yrs - M IG3)	MOVING OFF	S TO N O/S HIT FIRST	JCT APP	
VEHICLE	002 (001)	GDS =< 3.5T BT - NEGATIVE	(46 Yrs - M IG11)	OVERTAKE MOVE VEH O/S	S TO N FRONT HIT FIRST	JCT APP	

V001 A 403 (POOR TURN OR MANOEUVRE) V001 A 405 (FAILED TO LOOK PROPERLY)

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20 0113JI40711 FRI 06/12/13 21:55 DARK HIGH ROAD J/W BARLEY LANE 14 NODE 32 546380 / 187430

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG PEDN PHASE AT ATS

V1 TURNED RIGHT AND CROSSED V2'S PATH

CASUALTY	001 (001)	(15 Yrs - F RM6)	SLIGHT	PASSENGER	FRONT SEAT	
VEHICLE	001 (000)	CAR BT - NEGATIVE	(43 Yrs - M RM6)	TURNING RIGHT	NE TO N N/S HIT FIRST	JCT MID
VEHICLE	002 (000)	CAR BT - NEGATIVE	(40 Yrs - M IG1)	GOING AHEAD OTHER	SW TO NE COMM TO/FROM WORK FRONT HIT FIRST	JCT MID

V001 A 405 (FAILED TO LOOK PROPERLY) V001 A 403 (POOR TURN OR MANOEUVRE)

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Goodmayes Road area (36 months to 30-Apr-2014) - Provisional

LP001 GIS AREA Goodmayes Road area (P) 36 MTS TO APR-2014 SORTED BY DATE

21 0113JI40745 MON 23/12/13 17:40 DARK GOODMAYES RD J/W HIGH RD 14 NODE 32 546370 / 187410

POLICE - OVER COU ROAD-DRY WEATHER-FINE SINGLE CWY CROSSROADS AUTO SIG NO XING FACILITY IN 50M

V2 COLLIDED WITH REAR OF STAT V1.

CASUALTY 001 (001) (38 Yrs - M RM8) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	CAR BT - DRV NOT CONTACTED	(38 Yrs - M RM8)	GOING AHEAD HELD UP	S TO N BACK HIT FIRST	JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(? Yrs - M E7)	GOING AHEAD OTHER	S TO N FRONT HIT FIRST	JCT APP

V002 A 405 (FAILED TO LOOK PROPERLY)
V002 B 508 (DRIVER USING MOBILE PHONE)
V002 A 308 (FOLLOWING TOO CLOSE)
V002 B 203 (DEFECTIVE BRAKES)

22 0114JI40031 SAT 25/01/14 12:05 LIGHT GOODMAYES ROAD J/W ASHGROVE ROAD 14 LINK 14-32 546360 / 187220

POLICE - AT SCENE ROAD-DRY WEATHER-FINE SINGLE CWY T/STAG JUN GIVE WAY/UNCONT NO XING FACILITY IN 50M

V2 PULLED OUT TO TURN RIGHT CAUSING V1 TO BRAKE AND COLLIDE

CASUALTY 001 (001) (44 Yrs - M E13) SLIGHT DRIVER/RIDER

VEHICLE	001 (002)	M/C > 500CC BT - NOT REQUESTED	(44 Yrs - M E13)	OVERTAKE STAT VEH O/S	S TO N N/S HIT FIRST	JCT APP
VEHICLE	002 (001)	CAR BT - DRV NOT CONTACTED	(42 Yrs - M RM8)	TURNING RIGHT	N TO W FRONT HIT FIRST	LEAVING MAIN RD

V001 A 408 (SUDDEN BRAKING)
V002 A 405 (FAILED TO LOOK PROPERLY)
V001 A 410 (LOSS OF CONTROL)
V002 B 403 (POOR TURN OR MANOEUVRE)

End of Accidents for LP001 GIS AREA Goodmayes Road area (P)

End of Report

PALPHREYMANL LAAU - Accident Analysis System RACCM28INTL

Urban Integration Team
Land and Property

Crossrail Ltd
25 Canada Square
Canary Wharf
London
E14 5LQ

MOVING LONDON FORWARD